# The Hong Kong Daily Press.

No. 6895 第六千八百九十五號 光緒己卯年十二月初壹日 HONGKONG, MONDAY, JANUARY 12TH, 1880. 禮拜一 英正月十二號 香港 [PRICE $2½ PER MONTH.


## SHIPPING.

ARRIVALS.

January 10, PALADIN, British steamer, 897, Geo. Parker, Saigon 1st January, General.—ARNHOLD, KARBERG & Co.

January 10, FUNG-SHUN, Chinese steamer, 863, Andrew, from Canton, General.—C. M. S. N. Co.

January 10, ANCHISES, British str., 1,304, C. Jackson, Shanghai 31st December, *viâ* Foochow, and Amoy, General.—BUTTERFIELD & SWIRE.

January 10, NINGPO, British steamer, 761, R. Cass, Shanghai 8th January, General.—SIEMSSEN & Co.

January 10, MARCO POLO, German bark, 358, Breckwoldt, Whampoa 9th Jan., General.—CARLOWITZ & Co.

January 11, HAILOONG, British str., 277, F. P. C. Goode, Tamsui 7th January, Amoy 9th, and Swatow 10th, General.—D. LAPRAIK & Co.

January 11, KILLARNEY, British str., 1,060, P. O'Neill, London 23rd Nov., Malta 3rd December, Port Said 8th, Galle 25th, and Singapore 2nd January, General.—GIBB, LIVINGSTON & Co.

January 11, CHINA, German steamer, 648, Ackermann, from Canton, General.—SIEMSSEN & Co.

January 11, HWAI-YUEN, Chinese steamer, 984, O. Wilson, Shanghai 8th January, General.—C. M. S. N. Co.

January 11, SUNDA, British str., 1,000, A. Seaton, Yokohama 5th January, Mails and General.—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, JANUARY 10TH.

*Kwangtung*, British steamer, for East Coast.

DEPARTURES.

January 10, NIIGATA MARU, Japanese str., for Kobe and Yokohama.

January 10, HAINAN, American steamer, for Hoihow.

January 10, NINGPO, British str., for Canton.

January 10, HECTOR, British steamer, for Amoy.

January 10, KATIE FLICKINGER, Amer. 3-m. sch., for San Francisco.

PASSENGERS.

ARRIVED.

Per *Paladin*, str., from Saigon.—362 Chinese.

Per *Anchises*, str., from Shanghai, &c.—Mr. and Mrs. Betts and family.

Per *Ningpo*, str., from Shanghai.—Messrs. King and Frazer, and 53 Chinese.

Per *Hailoong*, str., from Tamsui, &c.—Mr. Craig, 2 Europeans, deck, and 48 Chinese.

Per *Hwai-yuen*, str., from Shanghai.—Messrs. McDermott and Chu Hwai Sheu, and 60 Chinese.

Per *Sunda*, str., from Yokohama.—Hon. Saumarez, Dr. Keringer, Messrs. Isaac Ritchie, J. Antonio, and Gibson, and 4 Chinese.

DEPARTED.

Per *Diamante*, str., for Manila.—Mr. and Mrs. Abeneroth, Messrs. Barretto, McPherson, and Mapleson, and 111 Chinese.

Per *Niigata Maru*, str., for Yokohama.—Mr. W. L. Judd, and 3 in steerage.

Per *Hector*, str. for Amoy.—30 Chinese.

Per *Hainan*, str. for Hoihow.—15 Chinese.

REPORTS.

The British steamship *Anchises* reports left Shanghai on 31st December, *viâ* Foochow, and Amoy, and had strong monsoon.

The British steamship *Ningpo* reports left Shanghai on 8th January. The first part light variable winds; thence to port strong breeze and cloudy weather.

The British steamship *Killarney* reports left London on 23rd November, Malta on 3rd Dec., Port Said on the 8th; Galle on the 25th, and Singapore on 2nd January, and had very strong winds and heavy sea.

The Chinese steamship *Hwai-yuen* reports left Shanghai on 8th January, and had moderate Easterly winds and cloudy weather to the Hie-shans; thence to port strong N.E. winds with heavy sea and thick, rainy weather.

The British steamship *Sunda* reports left Yokohama on 5th January at 6 a.m. Experienced strong Westerly winds and fine weather to Cape Chichakoff, and light variable winds to lat. 30 N. and long. 127 E.; thence to Hongkong strong monsoon and high sea with thick, cloudy weather. Off the Lamocks passed a large steamer, standing to the Eastward, which showed a blue light.

The British steamship *Hailoong* reports left Tamsui on 7th January. Experienced a fresh monsoon and moderate sea crossing Formosa Channel, and arrived in Amoy on the 8th. In Amoy the steamship *Albay*, H.M.S. *Frolic*, and German corvette *Louise*. Left again on the 9th, and had fresh gale with high sea and drizzling rain down to Swatow; arrived in Swatow on the 10th, and left again on same day. In Swatow the steamship *Yeh-sen*. Had moderate breeze with thick, rainy weather to port. Arrived in Hongkong on the 11th at 8.45 a.m. The steamship *Foochow* left Amoy on the 9th for Shanghai.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice.)

| | | | |
|---|---|---|---|
| Teviot (s.) | Hongkong | Oct. | 10 |
| Hedwig | Manila | Oct. | 26 |
| Ulysses (s.) | China Ports | Oct. | 27 |
| Carrick Castle | Manila | Nov. | 5 |
| Indus (s.) | Shanghai | Nov. | 9 |
| Cassandra (s.) | Foochow | Nov. | 6 |
| Priam (s.) | China Ports | Nov. | 10 |
| Sarpedon (s.) | China Ports | Nov. | 10 |
| Nishni Novgorod (s.) | Hongkong | Nov. | 13 |
| Norden (s.) | Foochow | Nov. | 16 |
| New Brunswick | Kobe | Nov. | 16 |
| Peiho | China Ports | Nov. | 16 |
| Ullock | Manila | Nov. | 18 |
| Fiery Cross | Manila | Nov. | 19 |
| Nestor (s.) | China Ports | Nov. | 24 |

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

| | | | |
|---|---|---|---|
| Elizabeth Rickmers | Penarth | Aug. | 9 |
| Minnie Castle | Cardiff | Aug. | 16 |
| Goldstream | Antwerp | Aug. | 17 |
| Glandinorwig | Flushing | Sept. | 1 |
| Hecla | Penarth | Sept. | 13 |
| Camelita and Ida | Cuxhaven | Sept. | 13 |
| Livingstone | Cuxhaven | Sept. | 17 |
| Lucia | London | Sept. | 25 |
| G. Broughton | Flushing | Sept. | 28 |
| Parnas | Cardiff | Oct. | 3 |
| Ganymede (s.) | Liverpool | Oct. | 9 |
| Pym | Antwerp | Oct. | 11 |
| West Glen | Antwerp | Oct. | 24 |
| Palestine | London | Oct. | 25 |
| James S. Stone | New York | Oct. | 25 |
| Marie Louise | Antwerp | Oct. | 30 |
| Corea | London | Nov. | 1 |
| Escambia (s.) | London | Nov. | 5 |
| Ellida | Penarth | Nov. | 16 |
| Glaucus (s.) | Liverpool | Nov. | 22 |
| Glengyle (s.) | London | Nov. | 24 |
| Formosa | Hamburg | Nov. | 24 |
| Sindh (s.) | Marseilles | Dec. | 14 |
| Yangtsé (s.) | Marseilles | Dec. | 28 |

AUCTION SALES TO-DAY.

J. M. ARMSTRONG.
At 2 P.M.,
A Collection of Books.

## BANKS.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL ........ £800,000.
RESERVE FUND ........ £150,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.
FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

Hongkong, 29th July, 1878. [1911

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

(INCORPORATED BY ROYAL CHARTER).

The following RATES of INTEREST are ALLOWED on FIXED DEPOSITS.
FOR 12 MONTHS, 5 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 3 MONTHS, 2 % PER ANNUM.

H. H. NELSON,
Manager.

Hongkong, 1st June, 1879. [11

NATIONAL BANK OF INDIA, LIMITED.

Registered in London under the Companies' Act of 1862, on 23rd March, 1866.

Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL ........ £933,000.
PAID-UP CAPITAL ........ £465,250.
RESERVE FUND ........ £20,000.

HEAD OFFICE:—
39A, THREADNEEDLE STREET, LONDON, E.C.

LONDON BANKERS:—
NATIONAL PROVINCIAL BANK OF ENGLAND,
NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.

INTEREST allowed on CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balances; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent per annum.

R. H. SANDEMAN,
Manager.

Hongkong, 1st November, 1879. [1748

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP ........ £3,200,000.
RESERVE FUND ........ £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:

| | | |
|---|---|---|
| LONDON, | BOURBON, | SAN FRANCISCO, |
| MARSEILLES, | BOMBAY, | HONGKONG, |
| LYONS, | CALCUTTA, | HANKOW, |
| NANTES, | SHANGHAI, | FOOCHOW. |

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.

20th May, 1879. [10

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL ........ £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, 4th September, 1879. [12

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ........ 5,000,000 of Dollars.
RESERVE FUND ........ 1,400,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KESWICK, Esq.

| | |
|---|---|
| E. R. Belilios, Esq. | Wilhelm Reimers, Esq. |
| H. L. Dalrymple, Esq. | F. D. Sassoon, Esq. |
| H. Hoppius, Esq. | W. S. Young, Esq. |
| Alexander McIver, Esq. | |

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.

MANAGER.
Shanghai—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
9] Hongkong, 16th August, 1879.

NOTICE.

WM. SCHMIDT AND COMPANY
(Established 1865),
GUN AND RIFLE MAKERS,
GENERAL MACHINISTS, DEALERS IN ARMS, AMMUNITION, AND REQUISITES,
No. 47, WYNDHAM STREET.

Hongkong, 15th March, 1879. [504

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$19.50 ...... per case of 2 dozen pints,
$18.50 ...... per case of 1 dozen quarts,

CHATEAU LEOVILLE POYFERRE, 1869.
"VIN DES PRINCES."
$18 ........ per case of 1 dozen quarts.

PALMER MARGAUX.
$7 ........ per case of 1 dozen quarts.
$8 ........ per case of 2 dozen pints.

CHATEAU BELAIR.
$7 ........ per case of 1 dozen quarts,

LORMONT.
$5 ........ per case of 1 dozen quarts,
$6 ........ per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 1st May, 1879. [8

## NOTICES OF FIRMS.

NOTICE.

DR. EASTLACKE has RETURNED from MANILA, and will RECEIVE PATIENTS at his Rooms, No. 50, QUEEN'S ROAD.

Hongkong, 3rd January, 1880. [1m89

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JAMES WORTHINGTON, and Mr. WM. SETON BROWN in the Firm of BIRLEY, WORTHINGTON & Co. CEASED on the 31st December, 1879, and the name will henceforward be signed "in liquidation" only.

The Business as heretofore will be continued by the remaining Partners, Mr. WM. ABBOTT TURNBULL and Mr. WILLIAM HOWIE, under the name of TURNBULL, HOWIE & Co.

BIRLEY, WORTHINGTON & Co.,
In liquidation.
TURNBULL, HOWIE & Co.

Shanghai, 1st January, 1880. [96

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. LEONHARD STAEL in our Firm CEASED on the 31st December last.

Mr. F. C. DITTMER is authorized to SIGN our Firm per procuration.

HESSE & Co.

Hongkong, 1st January, 1880. [1m74

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. O. GRABE in our Firm CEASED, by expiration of contract, on the 31st of December, 1879.

Mr. O. GRABE will continue to SIGN our FIRM until 31st May, 1880.

Mr. GUSTAV FISCHER has been admitted a PARTNER in our Firm this date.

E. MEYER & Co.

Tientsin, 1st January, 1880. [1m75

NOTICE.

THE BUSINESS of HEINEMANN & Co., Ship-brokers, will, from the 1st January, 1880, be carried on under the Name of "R. STEIL."

HEINEMANN & Co.

Hongkong, 1st January, 1880. [1m73

TO BE LET.

TO LET.

FOUR-STORIED HOUSES in HOLLYWOOD ROAD.

A HOUSE in LYNDHURST TERRACE.

Apply to
E. R. BELILIOS.

Hongkong, 29th December, 1879. [47

TO BE LET, FURNISHED,
From 1st February next,

EXCELSIOR, ROBINSON ROAD; on view by appointment.

EDMUND SHARP,
Supreme Court House.

Hongkong, 29th December, 1879. [48

TO LET.

FOUR HOUSES, in GAGE STREET, each containing Large Drawing Room, Dining Room, Two Bedrooms, and Out-houses. Water Well and Gas laid on.

Apply to
S. B. BHABHA.

Hongkong, 27th December, 1879. [46

TO BE LET.

ROSE VILLAS EAST, Six Rooms, upon BONHAM and ROBINSON ROADS; Gas, Water, Flower and Vegetable Gardens, Stable, and Tennis Lawn.

Apply to
SHARP AND DANBY,
No. 6, Queen's Road Central.

Hongkong, 1st November, 1879. [40

TO LET.

A LARGE and very Commodious OFFICE, FIRST FLOOR, connected with Private Rooms.

Apply to
SANDER & Co.,
Queen's Road Central.

Hongkong, 8th October, 1879. [38

TO LET.

A FURNISHED BED ROOM, with Immediate Possession.

Apply at
No. 37, WYNDHAM STREET.

Hongkong, 6th January, 1880. [103

TO LET,

With Immediate Possession, separately or together,

HOUSE and GODOWNS, situate on Praya Central.

For Particulars, apply to
LINSTEAD & Co.

Hongkong, 10th October, 1879. [39

TO LET,

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to
MEYER & Co.

Hongkong, 26th July, 1879. [1880

TO LET.

A FIRST-CLASS STONE-FLOORED GODOWN, situated upon Marine Lot 10. Possession from 1st December next.

Also,

The TWO HOUSES, Nos. 14 and 16, STANLEY STREET, now in the occupation of the Temperance Hall. Possession from 1st December.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, 20th November, 1879. [41

TO LET,

FAIRLEA, as a whole or divided, with separate entrances and Gardens.

Commodious GODOWNS and Water-side STORAGE.

SHARP, TOLLER, AND JOHNSON.

Hongkong, 3rd November, 1879. [42

TO BE LET.

HOUSES, OFFICES, GODOWNS, and SHOPS.

Apply to
SHARP AND DANBY,
No. 6, Queen's Road Central,
Opposite to Messrs. BUTTERFIELD & SWIRE'S.

Hongkong, 26th September, 1879. [743

THE STAG HOTEL,
QUEEN'S ROAD HONGKONG.

This Hotel is centrally situated, and within a few minutes walk of the principal Landing Stages.

Tiffin at ONE o'clock. Dinner at SEVEN.

Good Accommodation for Visitors.

New English and American Billiard Tables.

35] J. COOK, PROPRIETOR.

DR. BRIGHT'S PHOSPHODYNE.—Best known remedy for Nervousness, Indigestion, Liver Complaints, and all Functional Derangements; extensively used in the Army and Navy, and highly recommended by the Medical Faculty.

DR. BRIGHT'S PHOSPHODYNE.—Only reliable Remedy for Weak and Shattered Constitutions, Nervous Debility, Depression, Lassitude, Pimples, Impoverished Blood; thoroughly re-establishes general bodily health.

DR. BRIGHT'S PHOSPHODYNE.—Sold by all Chemists throughout the globe. Caution: Beware of a worthless imitation. Agents for Hongkong—A. S. WATSON & Co.

CHINA OVERLAND TRADE REPORT,
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the

LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

Hongkong, 1st October, 1879.

## AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

THIS DAY,

the 12th January, 1880, at 2 P.M., at his Sales Rooms, Queen's Road,—

A COLLECTION of BOOKS.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 5th January, 1880. [97

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

TO-MORROW,

the 13th January, at 11 A.M., at the Godowns of Messrs. LANDSTEIN & Co., Wanchai, for Account of the Concerned,—

80 COILS First Quality RUSSIAN 3 and 4 STRANDED and BOLT ROPE.

TERMS OF SALE.—As Customary.

F. RAPP,
Auctioneer.

Hongkong, 12th January, 1880. [134

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. ARNHOLD, KARBERG & Co. to Sell by Public Auction (unless previously disposed of by Private Contract), on

FRIDAY,

the 16th of January, 1880, at 2 P.M., on Board, the

GERMAN BRIG "CARL,"

of 225 Registered Tons, as she now lies at anchor off Yow-mah-tee, with all her MASTS, SAILS, and INVENTORY, complete.

For further Particulars, apply to Messrs. ARNHOLD, KARBERG & Co.; or, to the Auctioneer.

TERMS OF SALE.—As customary.

F. RAPP,
Auctioneer.

Hongkong, 23rd December, 1879. [1091

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY.

IN LIQUIDATION.

An ELEVENTH RETURN of CAPITAL, at the rate of TWO TAELS PER SHARE, will be made to Shareholders of Record on 12th January, payable at the OFFICE of the LIQUIDATORS on MONDAY, 19th January.

WARRANTS will then be delivered by the Undersigned to SHAREHOLDERS, or their lawful Representatives, on presentation of SHARE CERTIFICATES for endorsement.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 19th January inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, 3rd January, 1880. [1m111

AFONG,
PHOTOGRAPHER,

By Appointment to H.E. Sir ARTHUR KENNEDY, H.E. Admiral RYDER, and H.I.H. The GRAND DUKE ALEXIS OF RUSSIA, having returned from his tour to Peking and the Northern Ports, has now the satisfaction to offer a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. Amongst the several places of great interest he has, at considerable cost and trouble, added what has hitherto been a sealed book and mystery, "THE DRAGON THRONE," and solicits an inspection.

Photographs of the following places are also on view:—CANTON, THE NORTH RIVER, HONGKONG, MACAO, SWATOW, AMOY, FOOCHOW, FORMOSA, CHEFOO, SHANGHAI, TIENTSIN, and many other places.

D. K. GRIFFITH holds authority to SIGN.

All Styles of Photography taken Daily at Moderate Charges.

STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel.

ORIENTAL HOTEL.

MR. J. F. SHUSTER begs to announce that he carries on from this date the above Establishment, as a FIRST-CLASS HOTEL. The House is now being THOROUGHLY RENOVATED and RE-FURNISHED. Mr. SHUSTER hopes by strict attention to Business, and by supplying the BEST of LIQUORS, to merit a share of Public Patronage. The house has AMPLE ACCOMMODATION for BOARDERS, who will meet with every comfort. The Table will be of the best, and the charges strictly moderate. The Proprietor will be at all times ready to supply Picnic Parties and to provide Dinners for Parties of Six and upwards on very REASONABLE TERMS.

NEW BOWLING ALLEYS HAVE BEEN RE-LAID.

ENGLISH AND AMERICAN BILLIARD TABLES.

TIFFIN AT ONE, DINNER AT SEVEN.

WINES AND SPIRITS OF THE BEST QUALITY.

ORIENTAL HOTEL.

J. F. SHUSTER, Proprietor.

Hongkong, 5th November, 1879. [43

OLD DR. JACOB TOWNSEND'S SARSAPARILLA.

THE BLOOD PURIFIER.

This extraordinary Medicine has a singular influence upon the blood, which it enriches and purifies. It removes all pimples and blotches, purifies the system, and acts like a charm. As a sustaining and purifying tonic it is invaluable, and highly recommended in long standing cases of indigestion, nervousness, coughs, colds, scrofula, gout, dropsy, and wasting of flesh. Sold by all Druggists.

CAUTION.—Get the Red and Blue Wrapper, with the Doctor's head in the centre. No other Genuine. In Bottles, of all Chemists, 2s. 6d., 4s. 6d., and 11s. 131, Fleet Street, E.C.

OLD DR. JACOB TOWNSEND'S SARSAPARILLA PILLS

are the most popular Medicine known for all bilious affections, liver, stomach complaints, and indigestion. Most efficacious in conjunction with the Sarsaparilla. 1s. 1½d.; 2s. 9d., and 4s. 6d., of all Chemists.

CHIEF DEPOT—131, FLEET STREET, E.C.
HONGKONG—Messrs. A. S. WATSON & Co.

LAUDATORY NOTICE.

TWO PASSENGERS lately took a passage from Singapore by the steamer "HECTOR," bound to this Port. On their embarkation they were already indisposed, but after leaving Singapore they become so seriously ill that they departed this life. Through the kindness of Captain JONES, and the Compradore, &c., the Corpses, however, were put into coffins, and were conveyed to this Port, so that the bodies might be buried in their native place. To record this act of Captain JONES'S Benevolence, a Flag was presented to him.

PASSENGERS
By the steamer "HECTOR."

Hongkong, 9th January, 1880. [122

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch. Also entire GODOWNS to be LET.

937] MEYER & Co.

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The Daily Press Office.

## INTIMATIONS.

LANE, CRAWFORD & CO. have for Sale, ex late arrivals:—

LATEST NOVELS.
WINTER SOCKS and UNDERSHIRTS.
LATEST NOVELTIES in SCARFS and TIES.
RACQUET and TENNIS BATS, BALLS and PRESSES.
NEW SHAPES in CHRISTY'S FELT HATS.
PERFUMERY and TOILET SOAPS.
ELECTRO-PLATED WARE and TABLE CUTLERY.
DRAWING PAPER.
COURIER and HAND BAGS, New Styles.
HAIR BRUSHES and COMBS.
SILBER'S BRACKET, TABLE, and HANGING LAMPS, fitted with Patent Storm Burners for Peak Residences.
FRENCH and ENGLISH WALKING BOOTS.
CARDIGAN JACKETS & NEW BRACES.
ASHANTEE HAMMOCKS.
NEW PIPES, CIGAR and CIGARETTE TUBES.
PURSES and POCKET BOOKS.
ROYAL IRISH CONSTABULARY REVOLVERS.
SPIRIT LEVELS. BATH SPONGES.
The NEW CORK PENHOLDERS.
SPIRIT FLASKS.
VAN HOUTEN'S COCOA.
SADDLES and SADDLERY.
IVORY POCKET RULES.
PORCELAIN DESK TABLETS.
CHUBB'S FIREPROOF SAFES and LOCKS.
LIEBEIG'S EXTRACT of MEAT.
ROGER'S POCKET KNIVES and RAZORS.
LETTS'S DIARIES for 1880.
ELECTRO-PLATED SCISSORS.
TODDY KETTLES.
DINING-ROOM CHAIRS.
DOOR MATS, with Coloured Borders.
HOUSEHOLD SCALES.
SACCONE'S SHERRIES.
GOLDEN CLOUD TOBACCO.

LANE, CRAWFORD & Co.

Hongkong, 3rd January, 1880. [37

OSTRICH FEATHERS.

FOR SALE, BEST GENUINE OSTRICH FEATHERS, of different sizes and colours, dressed and undressed, at very MODERATE PRICES and suitable for Ladies' Hats.

COWASJEE D. DADACHANJEE,
12, Peel Street.

Hongkong, 9th January, 1880. [121

FOR SALE.

CUTLER, PALMER'S
CELEBRATED
WINES AND COGNAC.

Price List on application.

F. BLACKHEAD & Co.

Hongkong, 1st November, 1877. [33

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.

DEETJEN & Co.

Hongkong, 2nd July, 1877. [1099

FOR SALE.

DICTIONNAIRE CHINOIS—FRANÇAIS ET LATIN,
By M. DE GUIGNES.

Folio, strongly bound, and in excellent condition. Apply to LEONG-AKIT, *Daily Press* Office.

FOR SALE.

THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the Gold Medal at the Paris Exhibition.

DRY VERZENAY MOUSSEUX.
Quarts ........ $17 per Case of 1 Dozen.
Pints ........ $18 per Case of 2 Dozen.

MEYER & Co., Agents.

Hongkong, 22nd August, 1879. [1100

FOR SALE.

CUTLER, PALMER & Co.'s

CLARETS, at $13½, $9, $8, $7, $6, and $4½ PER CASE OF 1 DOZEN QUARTS.

SHERRIES, at $10½, $9½, $9, and $8½ PER CASE OF 1 DOZEN QUARTS.

CHAMPAGNE, at $13½ PER CASE OF 2 DOZEN PINTS.

CHAMPAGNE, at $12½ PER CASE OF 1 DOZEN QUARTS.

HOCK, at $9 PER CASE OF 1 DOZEN QUARTS.

BRANDIES, ****** and ****, at $7½, $8½, $10, and $11 PER CASE OF 1 DOZEN QUARTS.

Detailed Price Lists on application to
SIEMSSEN & Co.

Hongkong, 6th January, 1880. [28

MIN-KING HAS FOR SALE, ex Recent Arrivals, all kinds of JAPANESE CURIOS, LACQUERED WARE, FINE PORCELAINS and SERGEMA WARE, CHINA SILK EMBROIDERY SHAWLS, IVORY WARE, CHINA WARE, &c., &c.

PRICES MODERATE.

No. 48, QUEEN'S ROAD, HONGKONG.

EDUCATION IN ENGLAND.

The Rev. R. G. SOPER, B.A. (London University), receives a limited number of YOUNG GENTLEMEN at "The Grove," Hoylake, near Liverpool.

A Sound Education is combined with home comforts and domestic care. Pleasant House and Grounds, in a most healthy locality at the sea side.

TERMS.—60 GUINEAS PER ANNUM, exclusive of extras. Special Arrangements for the Holidays. Reference kindly permitted to R. C. WILCOX, Esq. [11

SWISS LLOYD TRANSPORT INSURANCE COMPANY, WINTERTHUR.

INSURANCES granted on MARINE RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, 2nd June, 1879. [935

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [13

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, 27th March, 1876. [14

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, 27th June, 1872. [16

THE CHUNG NGOI-SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong, or from the different Agents.

Hongkong, 15th January, 1877.

## INTIMATIONS.

HONGKONG HOTEL COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

The ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the HONGKONG HOTEL, on THURSDAY, the 29th January, 1880, at 4 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary.

Hongkong, 7th January, 1880. [113

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 29th instant, both days inclusive.

By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary.

Hongkong, 7th January, 1880. [114

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The TWENTY-SEVENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 50A, Queen's Road, on FRIDAY, the 30th January instant, at 3 o'Clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

Hongkong, 7th January, 1880. [108

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 30th instant, both days inclusive.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

Hongkong, 7th January, 1880. [109

## NOTICES TO CONSIGNEES.

FROM LONDON.

THE Steamship
"KILLARNEY"

having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 17th instant will be subject to rent.

Optional Goods will be forwarded on unless notice to the contrary be given by NOON TO-DAY.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th January, 1880. [133

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo by Steamship "GAELIC"

are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at West Point, whence and from the Wharves or Boats delivery may be obtained, on countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant will be subject to rent.

No Fire Insurance has been effected.

G. B. EMORY,
Agent.

Hongkong, 9th January, 1880. [1w123

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "HECTOR," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 14th inst. for shipment per Steamer "GLAUCUS."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th January, 1880. [115

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "HECTOR"

are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th January, 1880.

Goods undelivered after the 14th January, 1880, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th January, 1880. [2024

STEAMSHIP "IRAOUADDY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "EUPHRATE,"

from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, the 7th instant, at 1 P.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 14th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th January, 1880.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"VENICE,"

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.

Hongkong, 5th January, 1880. [99

NOTICE TO CONSIGNEES.

STEAMSHIP "NIIGATA-MARU," FROM KOBE AND YOKOHAMA.

CONSIGNEES OF CARGO by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 6th instant, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

MITSU BISHI MAIL S.S. CO.,
3, Queen's Road Central.

Hongkong, 5th January, 1880.

## INTIMATIONS.

THE HONGKONG CHORAL SOCIETY
will perform
"THE SORCERER"
at the
CITY HALL THEATRE,
on
FRIDAY,
the 23rd January, at 9 P.M.

Tickets may be purchased and places secured at Messrs. LANE, CRAWFORD & Co.'s on and after SATURDAY, the 17th January.

W. WHEELER,
Honorary Secretary.

Hongkong, 30th December, 1879. [62

"OUR BOYS"
DRAMATIC COMPANY,
comprising the following Artistes—

MISS EMILY BLAIN,
MISS MINNIE NORDT,
MRS. NORVILLE,
MESSRS. FRANK STUART,
GEO. NORVILLE,
G. CROFTON, AND
HARRY FRANKLIN,

Will arrive about 25TH JANUARY, and will give THREE PERFORMANCES ONLY.

Full Particulars in future Advertisements.

GEO. NORVILLE,
Business Manager.

Hongkong, 8th January, 1880. [63

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ANCHISES,"

Captain C. Jackson, will be despatched as above TO-DAY, the 12th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th January, 1880. [1891

FOR SHANGHAI, YOKOHAMA, AND HIOGO.

THE British Steamer
"KILLARNEY"

will be despatched for the above Ports TO-MORROW, the 13th instant, at FIVE P.M.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.

Hongkong, 12th January, 1880. [128

FOR AMOY.

THE Steamship
"ESMERALDA,"

Captain Talbot, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, 10th January, 1880. [129

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"SUEZ,"

Eaton, Commander, will leave for the above Ports on SATURDAY, the 17th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 12th January, 1880. [130

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"VENICE,"

P. Rhode, Commander, will be despatched for the above Ports on SATURDAY NEXT, the 17th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, 10th January, 1880. [127

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENIFFER,"

Captain Graham, will be despatched as above on or about the 31st instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, 12th January, 1880. [131

NOTICE.

NOTICE is hereby given that the PARTNERSHIP heretofore existing between us, the undersigned JOHN SILVERLOCK, THOMAS SMITH, and ROBERT HAMILTON HASLAM, as Merchants, carried on in Foochowfoo, China, under the Style or Firm of "SILVERLOCK and COMPANY," was This Day DISSOLVED by mutual consent.

Dated this 14th day of November, 1879.

JOHN SILVERLOCK.
THOS. SMITH.
ROBT. H. HASLAM.

Witness—HENRY P. FEY,
Gresham House, London.
14, St. Helen's Place, London, E.C. [6d132

NOTICE.

THE Undersigned requests that all CLAIMS against the late Firm of COHEN and HEATON be sent to him on or before January 28th instant.

CHARLES C. COHEN.

Hongkong, 10th January, 1880. [125

SEALED TENDERS will be received by the Undersigned until NOON on MONDAY, the 19th instant, for the SUPPLY of FIRE-WOOD, LIME, FIRECLAY, BROOMS, BAMBOO BASKETS, CHARCOAL (Chinese), to H.M. NAVAL YARD.

Further Particulars may be obtained on application.

J. BREMNER,
Naval Storekeeper.

H. M. Naval Yard,
Hongkong, 9th January, 1880. [126

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

FOREIGN ATTACHMENT.

SUIT No. 1,231.

Plaintiff—WONG HUNG.
Defendant—LEUNG AYON.

NOTICE is hereby given that a Writ of Foreign Attachment, returnable on the 15th day of Janunary, 1880, against all the Property, moveable or immoveable, of the above-named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII of "The Hongkong Code of Civil Procedure."

STEPHENS AND HOLMES,
Solicitors for the Plaintiffs,
1w110] 2, Club Chambers, Hongkong.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

IN LIQUIDATION.

A DIVIDEND at the rate of TAELS 3 (Three Taels) PER SHARE will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 6th January, 1880.

Dividend Warrants will be issued upon production of the Scrip for endorsement.

By Order of the Committee of Inspection,
LITTLE & Co.,
Liquidators.

Shanghai, 29th December, 1879. [1m104

DENTAL NOTICE.

DR. ROGERS has RETURNED, and is Now READY to RECEIVE PATIENTS.

No. 1, ARBUTHNOT ROAD.

Hongkong, 9th December, 1879. [5

WILL SHORTLY APPEAR.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, &c., For 1880.

This Work, the ONLY one of the kind in China or Japan, is now in the EIGHTEENTH YEAR of its existence, and will be published as soon as practicable after the close of the current year.

It has been compiled from the MOST AUTHENTIC SOURCES, and no pains have been spared to render it THOROUGHLY RELIABLE, both as a Directory and as a Work of Reference on Commercial Matters.

Various additions have been made, tending to render the Work still more valuable for reference. The descriptions of each Port have been carefully revised, and the trade statistics brought down to the latest dates obtainable.

The Directory will, as usual, be published in Two Forms—Complete at $5; or with the Lists of Residents, Port Directories, Maps of Hongkong, and Code of Signals, at $3.

Orders for Copies may be forwarded to the *Daily Press* Office, where it is published, or to the following Agents:—

| | |
|---|---|
| MACAO | Messrs. A. A. de Mello & Co. |
| SWATOW | Messrs. Campbell & Co. |
| AMOY | Messrs. Wilson, Nicholls & Co. |
| FORMOSA | Messrs. Wilson, Nicholls & Co. |
| FOOCHOW | Messrs. Hedge & Co. |
| NINGPO | Messrs. Kelly & Walsh, S'ghai. |
| SHANGHAI | Messrs. Hall & Holtz. |
| SHANGHAI | Messrs. Kelly & Walsh. |
| NORTHERN & RIVER PORTS | Messrs. Hall & Holtz and Kelly & Walsh, Shanghai. |
| NAGASAKI | The C. and J. Trading Co. |
| HIOGO, OSAKA | The C. and J. Trading Co. |
| YOKOHAMA | *Japan Gazette* Office. |
| MANILA | Messrs. Vinda de Loyzaga & Co. |
| SAIGON | Mr. J. H. Bloom. |
| SINGAPORE | Messrs. Sayle & Co. |
| BANGKOK | Messrs. Malherbe, Jullien & Co. |
| LONDON | Mr. F. Algar, Clement's Lane. |
| LONDON | Messrs. Geo. Street & Co. |
| LONDON | Messrs. Bates, Hendy & Co. |
| SAN FRANCISCO | Mr. L. P. Fisher, 21, Merchants' Exchange. |
| NEW YORK | Messrs. S. M. Pettingill & Co., 37, Park Row. |

*Daily Press* Office, 20th December, 1879.

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS, By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH, WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS, PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED. PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

Communications, on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Advertisements which are not ordered for a fixed period will be continued until countermanded.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

# The Daily Press.

HONGKONG, JANUARY 12TH, 1880.

THE exhaustive and lucid judgment of the Supreme Court in the *Anadyr* case leaves room for little comment. The learned judges have gone into the question so thoroughly, and their conclusions appear to us so sound, that we only refer to the matter at all for the purpose of noticing two minor points. First, as to the hearing of the case *in camera*. Notwithstanding the remarks of the judges on this point we still fail to see why the public should have been debarred the opportunity of following the arguments in the case. The subject of the application to the Court was one of public conversation in the street while the proceedings from which reporters were so carefully excluded were going on in chambers, and the Messageries Maritimes Company were no doubtfully aware of it. At all events, the decision of the Court was given before the report of the proceedings or any portion of it could have been published. Furthermore, there was no ground for supposing, as the Chief Justice hints, that the contraband cargo would have been surreptitiously removed. The high standing of the Company compels the belief that in carrying the cargo they considered they were acting fully within their rights and that they would be prepared openly to support the position they had taken up by such means as they might consider the circumstances required. On abstract grounds, of course the hearing in private of such an application as that in the case of the *Anadyr* might be not only right, but absolutely necessary, but in this particular case there seems to us to have been no valid reason for such a course being adopted, while there was undoubted disadvantage attending it.

One other point in connection with the case may be noticed. There seems to have been in the minds of a certain section of the public an idea that if the right of search was upheld it would amount to an interference with the freedom of the port. This may perhaps be disposed of at once by saying that Hongkong is not a free port for prepared opium. The Colony derives a large revenue from the preparation of opium and, rightly or wrongly, has taken up the position that it is justified in protecting that revenue by preventing opium prepared elsewhere from coming even within the waters of the Colony. If the revenue is to be preserved such a provision appears absolutely necessary, as opium brought over from Macao, for instance, and transhipped here would be equally *in transitu* as that brought by the *Anadyr*, *in transitu* for Australia, and ought therefore to be equally free from seizure. If this position were to be upheld our opium revenue would dwindle to very small proportions, and the ardent supporters of the freedom of the port would have to consider whether they would be prepared to put their hands in their pockets and pay additional taxes to make up the amount. If the Opium Farm had to depend for his profits on the local consumption only, the value of the farm would be comparatively small, but there has always been a large export trade in the article, and the Colony, as it seems to us, is fully justified in doing what it can to protect that trade as well as the local trade. At all events, it seems clear that no English vessel could bring prepared opium into the port, and it is therefore inequitable that a vessel of another nation, taking advantage of her real or supposed status of a man-of-war, should be allowed to do so.

On Saturday morning Commodore Smith accompanied Vice-Admiral Coote in the *Vigilant* to Aberdeen docks and inspected the *Iron Duke*.

By private telegram from Shanghai, we learn that Liu Kwan Yat, Viceroy of the Two Kwang, has been promoted to be Viceroy of the Two Kiang, in the place of the late Shen Pao Chen.

The *N. C. Daily News* says that an Imperial decree has been issued, ordering the decapitation of Li Yung-choi, and directing his head to be sent to Annam for exhibition. Thus another rebellion has been stamped out by the ruling dynasty.

It may be remembered that at the fire in East street a short time ago a seaman, whose name is John Eagan, jumped out of a window with one of the inmates of the house, and William Samuels, a watchman in the Surveyor-General's department, also displayed some gallantry in the same fire. It is satisfactory to learn that both these men have just received $10 each as an acknowledgment of the bravery shown on the occasion in question.

A series of fêtes (we learn from the *Indépendant*) was held at Saigon during the few days preceding Christmas. On the Sunday a Government ball was given, which appears to have been a very gay affair. On the Monday a state dinner to the King of Cambodia came off, when the grounds of the Governor's palace were opened to the public and were brilliantly illuminated. There was a torchlight procession, in which a number of Chinese carrying lanterns took part, giving an effect of picturesqueness and originality to the scene. On the Tuesday there was a grand review in which, for the first time, the corps of Annamite Tirailleurs, now in course of formation, took part, and they carried themselves well. In the evening there was a reception, theatrical performance, and ball on the Admiral's flagship *Tilsitt*, which had been splendidly decorated for the occasion. The local race meeting had also been held, and appears to have been a fairly successful one.

## YACHT RACE.

The early morning was not very tempting to amateur sailors, the wind blowing in strong easterly squalls and a drizzling rain making the look-out very dreary, but towards 10 o'clock the clouds lifted a little and the rain ceased, or next to it. Naiad was at her station early. Naomi was cruising about the bay waiting for orders where to let go her mud-hook, and the absentee was Ariel, who at last was seen running down for the starting place with two reefs in mainsail and housed topmast. Upon being hailed to take No. 3 station, the melancholy reply was given that she was not going to start, as there was too much wind! If there had been too little, there might have been good reason, but such a reason for not starting over a harbour course was surely never before heard. However, there was nothing left but to start the other two, and at 10.35 the starting whistle sent them away. Both had single-reefed mainsails and topmasts on end, and Naiad sent up her jib-header shortly after getting pointed, but only set a jib and a jib-topsail over it on her spinnaker-boom, a proceeding which was rather unaccountable, as there was not a great deal of wind to the westward and it was a dead run to the mark. Naomi set her big spinnaker, but did not send up a topsail, although from what we could see she essayed a second small spinnaker on outer boom. Both boats boiled along at a rattling pace, and when we left them to return home Naomi appeared to be running Naiad a little. Naomi rounded the Cow-o-chow mark half a minute ahead of Naiad, and both flattened in sheets for the long beat to windward, and expecting a good dusting all the way, but a thick bank of foggy drizzle came down and killed the wind, and from reefed mainsails the boats came to whole sail and gaff-topsails, and then drifted into a calm. Naiad got the best of the subsequent manoeuvring, and dribbled into Regatta Bay where she picked up a light air which drove her past the Point, and the "pircot," in spite of a tempting little breeze which rippled the water in the middle of the harbour, worked Dock Bay, for a northerly breeze, and had his reward, for, after tedious tacking, Naiad fetched close past Kowloon Point and opening out the bay got a nice little breeze in which she could just weather the Channel Rocks. Naomi in the meantime had come through the shipping with a good sailing breeze and looked like carrying it to the point abreast of the *Meanee*, but nearing the *Gaelic* the wind headed her, and she had to make a tack into Regatta Bay. She scraped past the Point at last, but got into a calm streak shortly after and, we fancy, let go her kedge, as she was stationary for some time, but a breeze once more set her going and she stood across towards Kellett's Island, the wind freshening with her until she put her covering board well down; another short tack, and she weathered Kellett's Island, and the wind coming about N. with her, she sent up a spinnaker on bowsprit, but in Mint Bay the wind got shy again, and the sail was handed. Naiad by this time was near the Rocks, and she sent up spinnaker on bowsprit and reached away for them shortly afterwards, gybing round them at 3h. 37m. and setting a ringtail. The wind was now very streaky, and sometimes Naiad would be lying down to it and travelling, and again nearly "up and down," but she managed to drive along making the best of every slant and rounded the *Meanee* the first time at 4h. 17m. With anything like luck and a decent breeze there was now hopes of her being able to finish the match before 6 o'clock, and her crew began to be jubilant. Naomi all this time had been trying to get round the Rocks, and although she was not more than half a mile off them could not manage to round until 5h. 16m. Naiad picked up a breeze out of Kowloon Bay, and heading for the mark sent up her spinnaker on bowsprit and rounded the Rocks the second time at 5h. 28m. 30s., and with anything like a breeze ought with a fair tide to be able to pull the race off, at least so thought her crew, but, after rounding and setting ring-tail and spinnaker on boom, the wind fizzled out again, and it became a dismal drift once more. Naomi passed the *Meanee* the first time at about 6 o'clock, and hauled down her flag. The unfortunate Naiad was unable to reach the winning line until 6h. 35m., so that the match will have to be re-sailed.

## CHIPS FROM MANY BLOCKS.

The phrase *chak shat* 'a concubine' (lit. a side house) is explained by the fact that nomad princes were in the habit of using side tents for their concubines, who were not permitted to live in the tent occupied by their lord and his first wife. By a reference to customs still prevalent in Turkey, China, and other countries whose state was formerly nomadic or pastoral, we see how tenacious are the usages once prevalent among them, and when their pursuits and manner of life are entirely changed, their language and some of their customs still remain as an open book, wherein to read their early history. The colloquial equivalent for *chak shat* is *p'in fong*, the wife being known as *ching shat*, *i.e.*, the principal house.

In the province of Canton the following custom is observed on the death of an individual away from home. Take a case just to hand; a man belonging to the City of Canton died the other day over at Fa-ti. His friends were communicated with, and they at once provided themselves with a coffin, one of the garments of the deceased, a live cock, and some paper money, and started off for the place where the corpse was kept. The body being put into the coffin and fastened down, a bamboo was cut down and stripped of all the boughs, save a small tuft at the top. The man's coat and the cock were then put on board a boat, the bamboo erected near the stern, and a strip of red cloth attached to it, just below the tuft of leaves, which were thus left free to bow their head on the motion of the boat. The object of all this was to attract the spirit of the dead man to follow the corpse home, so that it might receive the proper worship and offerings. Sometimes a white cloth is substituted for the red one. A priest is called in, who rings a bell, repeats a few mummeries, and receives his reward in the shape of the fowl and other perquisites. The paper money is called *kai ts'in*, and is thrown out to the spirits which infest the road, to appease them and secure for the newly dead a safe journey. In Amoy this money is known as *kho chin*, which would correspond to the Cantonese *fu ts'in*, but the dialect of Canton knows no such expression. Douglas (*Amoy Dict.* p. 279) says "*kho chin*, paper with long scolloped incisions, burned for the dead; a small quantity is supposed to represent myriads of cash." There are different qualities of this paper money, which may be bought by weight if large quantities are required, at a cost of two or more candareens a caddy, according to the quality. Small quantities are sold either by weight or number of sheets required. Doolittle, Dennys, and others have already treated fully of these customs, except that they vary more or less in different places.

Tylor, in his *Primitive Culture*, I. 186, has a number of remarks on superstitions connected with sneezing. The Chinese of course partake of these superstitious feelings, and persons acquainted with this fact will have been prepared for certain remarks made on the occasion of a person sneezing. Visiting a temple in Canton one day, I noticed an old matron with a young child in her arms, and whilst looking round on the idols and the temple service, suddenly observed the child sneeze. Ah! said the old dame, *tái kat* 'great prosperity' or 'good luck.' A fuller phrase in frequent use is *tái kat, li shi*, 'may you prosper in business.' Of course it is very doubtful how far any stress can be laid on the community of these superstitions, to prove that the races holding them in common must have been at some time or other intimately related. They form one small link in the long chain of evidence of unity of the human race.

The guava (Psidium) is generally known in Canton as 'the foreign pomegranate,' or *fán shek lau*, but it is spoken of in colloquial as *kai shi kwo*, or 'fowl dung fruit,' on account of its smell. On this account also the guava is never offered to the gods or placed on the guest table, and hence has arisen the phrase, 'Guavas cannot be put on the tables of the gods' (*Foochow Dictionary*, p. 504). Another name for this fruit is *fán nim*; and *tái fán nim*, or 'great guava,' is a nickname for a useless fellow, because like a guava he is neither fit for presentation to gods or men. This *nim* is another of those innumerable words which float about in the language of the people without a character, unless it be, as some suppose, the same as *chim*, to paste.

## SUPREME COURT.

10th January.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

THE STATUS OF THE FRENCH MAIL STEAMERS.

The Court sat to-day to give formal judgment in the case in which the Opium Farmer applied for a mandamus to compel the Police Magistrate to issue a warrant to search the Messageries Maritimes steamer *Anadyr* for prepared opium.

Mr. Justice Francis, Acting Puisne Judge, first gave his judgment as follows:—

1.—Under the provisions of the opium ordinances 1858 and 1879, Mr. Ban Hop is the grantee, in consideration of very heavy monthly payments into the Colonial Treasury, of the exclusive privilege of preparing and selling prepared opium within this colony and of exporting from the Colony prepared opium.

2.—For the better protection of the Monopolist and to enable him to enforce his rights, it is forbidden by Section 8 of Ordinance 2 of 1858, for any person to "bring into this Colony or the waters thereof, or—except in cases to which Section VII. applies—have in his possession or custody within the same, any prepared Opium"; and power is given the Police Magistrates by Section 9 of Ordinance 2 of 1858, on lawful evidence being laid before them, to issue their warrant authorising a search in any house, place, or vessel within this Colony or the waters thereof for prepared opium introduced into the Colony without the license of the Opium Farmer and in violation of the provisions of Section 8 of Ordinance 2 of 1858.

3.—The present Opium Farmer having received information that 22 piculs of prepared opium had been brought into this harbour from Shanghai in the steamship *Anadyr*, and that the opium in question was on board the said steamer in our waters, applied on the 6th instant to one of the Police Magistrates for a search warrant under the provisions of the ordinance in question.

4.—As appears by the affidavit of Ng Mun Kwan, filed in support of the present motion, the Acting Magistrate refused to grant the warrant asked for on the ground that the steamship *Anadyr* was a French mail steamer and was therefore entitled to the status and to all the privileges of a man-of-war, and that he had, therefore, no jurisdiction over her.

5.—The Acting Police Magistrate has, moreover, informed the Court that on the evidence laid before him by the Opium Farmer he would have immediately granted a search warrant in the case of any ordinary trading steamer, and that he refused the warrant solely on the grounds of his supposed want of jurisdiction over the steamer *Anadyr*.

6.—Application is now made to this Court by Mr. Ng Achoy, as counsel for the Opium Farmer, for a rule absolute in the first instance for a writ of mandamus addressed to the Police Magistrate commanding him to issue a search-warrant in respect of the 22 piculs of prepared opium said to be on board of the steamer *Anadyr*.

7.—The first application made to the Court in this matter was on an *ex parte* motion by Mr. Ng Choy, as counsel for the Opium Farmer, for a rule *nisi* addressed to the Police Magistrate calling on him to show cause why a writ of mandamus should not issue commanding him to issue the search warrant prayed for.

8.—The affidavits (two) filed in support of this motion showed a *prima facie* case for the issue of a rule *nisi*, but they also disclosed facts which showed the case to be one of great urgency, needing prompt action.

9.—Leave was therefore given the Opium Farmer to turn his motion into one for a rule absolute in the first instance; he was directed, however, to serve that motion on the Honourable the Colonial Secretary, the Honourable the Acting Attorney-General, the Crown Solicitor, and on the Police Magistrate, and he had permission to bring on his motion at an hour's notice or thereabouts.

10.—Notice was ordered to be given to the Colonial Secretary, the Attorney-General, and the Crown Solicitor for the reasons and following the precedent given by the learned Judge of the Admiralty Division of the High Court in England in the recent case of the *Parlement Belge*.

11.—On the hearing the Attorney-General appeared to show cause on behalf of the Crown and, following the example of the Attorney-General of England in that case, he filed a protest in which he set out as follows—(Document read):—

"The Acting Attorney-General, under protest on behalf of Her Majesty the Queen, gives the Court to understand and be informed as follows:—

(A) The French Mail steamer *Anadyr*, at present lying in the Harbour is one of the mail packets running between Hongkong and Marseilles, and is one of the packets mentioned in Article V. of the Postal Convention between England and France of the 24th September 1865, which is published in the Hongkong Government Gazette of 28th December, 1872, to which the Acting Attorney-General craves leave to refer.

(B) The Acting Attorney-General also informs the Court that the said steamship *Anadyr* is subsidized by the French Government under the said article 5 of the said Convention.

(C) The French mail steamer *Anadyr* is now engaged carrying the public mails under the said convention between and for the Post Offices of Great Britain and France.

(D) The Acting Attorney-General, under protest says that this Honourable Court has no jurisdiction to entertain this motion for a mandamus, and that the complainant cannot prosecute the same therein.

(E) The Acting Attorney-General under protest as aforesaid, gives the Court to understand and be informed herein that he does not admit that there is any prepared opium in the said steamer *Anadyr* as alleged in the affidavit of Mr. Ng Mun Kwan.

(F) Wherefore the Acting Attorney-General on behalf of Her Majesty the Queen prays the Court to dismiss the motion with costs to the Acting Attorney-General on behalf of Her Majesty of and incident to this application."

12.—The filing of this protest was not, as it seems to me, strictly speaking correct, as in this Court there is and can be no appearance under protest—a practice confined to the Courts under the influence of the Civil Law. The paper filed, however, may be taken as a summary in writing of the reasons urged by the Acting Attorney-General in showing cause against the issue of a mandamus, and of the grounds on which he justifies the refusal of the magistrate to grant a search warrant in this case.

13.—It is not contended that the Opium Farmer in coming to this Court or in the form of his application has misconceived his remedy. The ordinance 2 of 1858 confers a certain power on the Magistrate, and creates a corresponding right in the Opium Farmer, in his own interests and in the interests of the general revenue of the Colony, to have that power brought into play on a fitting occasion. The Police Magistrate has refused to exercise that power, giving his reasons for his refusal, and the Opium Farmer has no other means of enforcing his rights and protecting the interests which he says are imperilled by the act of the master and owners of the steamship *Anadyr* in bringing prepared opium into the Colony without his license, than by applying to the Court for a writ of mandamus. All the elements exist in this case which authorise the application for the prerogative writ in question. There is a public duty imposed on the Magistrate; a right in the present applicant to claim the performance of that duty; a distinct application to the Magistrate to act, and a distinct refusal on his part for reasons assigned. There is no other remedy open to the Opium Farmer for the alleged wrong done him by the Magistrate's refusal. There is therefore a proper case for an application for a mandamus.—The Court has not to consider here and now whether in fact there is or is not prepared opium on board the *Anadyr*, or whether its being there, if any is there, is or is not justifiable. These questions may arise hereafter. The question now is simply, has the Opium Farmer a right or not to have a search instituted for opium believed, on reasonable grounds, to be in the *Anadyr* and to be there in breach of the Ordinance?

14.—The point for the consideration of the Court is, therefore, simply this—Was the Magistrate right or wrong in the conclusion at which he arrived and on which he based his refusal to grant a search warrant—that conclusion being that the steamship *Anadyr* is entitled to the status and privileges of a man-of-war and is, therefore, exempt by law from his jurisdiction? If, in point of law the *Anadyr* is entitled to the status and privileges of a man-of-war in this port, then the Magistrate was right in his conclusion that he had no jurisdiction, and the rule must be refused. If, on the other hand, she is not entitled in point of law, she is subject to the jurisdiction of the Magistrate, and the rule must go, because the right of the Opium Farmer to the warrant he asks for is, under the circumstances, otherwise clear.

15.—The Acting Attorney-General on behalf of the Crown puts in a Convention between the Governments of England and France, dated the 24th September, 1856, published in the Hongkong Government *Gazette* of November, 1872, by the 5th clause of which it is agreed between the high contracting parties that—

"When the packets employed by the British Post Office or by the French Post Office in execution of Articles I. and II. of the present Convention are national vessels, the property of Government, or vessels chartered or subsidized by Government, they shall be considered and treated as vessels of war, in the ports of the two countries at which they regularly or accidentally touch, and be there entitled to the same honours and privileges.

"These packets shall be exempted in the said ports, as well upon their entrance as upon their departure, from all tonnage, navigation, and port dues; excepting, however, the vessels freighted or subsidized by Government, which must pay such dues in those ports where they are levied on behalf of corporations, private companies, or individuals.

"They shall not on any account be diverted from their especial duty, or be liable to detention, embargo, or *arrêt de Prince*."

16.—The Attorney-General submits that the steamship *Anadyr* comes within the description of vessels mentioned in clauses Nos. 1 and 2 of this Convention, and that therefore she is entitled to the privileges stipulated for in clause 5.

17.—It is admitted that the *Anadyr* is not a "national vessel" entitled under the ordinary rules of International Law and therefore in the view of the Common Law to the privilege of exemption from the Jurisdiction of the Courts of this Colony, and that unless she is within the Convention she is not privileged. It is sworn to in the affidavits before us that she is the property of a private trading company and not of the French Republic, and that statement has not been, and, I believe, cannot be denied.

18.—The Court has therefore to interpret the Convention and to say if the *Anadyr* is or is not within the terms of it, applicant in this case contending as against the Crown that she is not. It is, however, further contended on behalf of the Opium Farmer that, even if the *Anadyr* is within the terms of the Convention and entitled by the Treaty between England and France to have accorded to her in all English ports the status and privileges of a man-of-war, no legislative sanction has been given to the terms of that Convention, and that "it is not competent to the Crown, without the authority of Parliament, to clothe such a vessel with the immunity of a foreign ship-of-war so as to deprive a British subject" of any rights he may have against her, or to oust the Courts of this Colony of the jurisdiction they would have over her, while within colonial waters. In support of this contention Mr. Ng Choy cites the very important judgment of Sir Robert Phillimore, in the recent case of the *Parlement Belge* (Law Reports, P.D. vol. iv., p. 144).

19.—In reply, the Acting Attorney-General submits that, however applicable that case may be in England, it does not apply in a Crown Colony, where the power of the Crown is far greater than in England; and, secondly, that in the case of the *Parlement Belge*, a case in the Admiralty Division of the High Court arising out of a collision, there was a manifest injury done to a British subject, for which redress was being sought, and that in this case the applicant, the Opium Farmer, has suffered and can in this particular case suffer no loss, as the opium said to be on board the *Anadyr* is simply in transit through the port and is not to be landed here.

20.—To deal with this latter point first—I am of opinion, after careful consideration of the Opium Ordinances, that the Opium Farmer has a right to prevent the entrance into the colony or the waters thereof of prepared opium for any purpose whatsoever, and to demand payment to him of a fee if for any reason he thinks fit to permit that importation in any particular case. I am also of opinion that where there are reasonable grounds for believing that that right has been infringed, he is entitled to a search warrant and to have the opium seized and confiscated to his use if found. If a claim to bring prepared opium into the waters of the colony without the sanction of the Opium Farmer and without his knowledge, under the alleged right to free transit, were admitted, it would, I am afraid, be very difficult for him to prevent that right being made use of for the purposes of smuggling, in the Colony, and it seems to me from the way the ordinance is framed that the Legislature foresaw the difficulty and provided against it by the insertion of clauses 8 and 9 of Ordinance 2 of 1858; which in the recent revision of the Opium Ordinances have been allowed to stand.

21.—The Opium Farmer having this right, conferred on him by a special Act of the Legislature of this Colony, approved of and sanctioned by Her Majesty, comes to this Court for its aid to enable him to enforce that right, and the Court is, in my opinion, absolutely bound to lend its aid unless some other act of the law-making power has taken away the right or interposed some barrier to its exercise in this particular case.

22.—Has there been any such law? The Acting Attorney-General says that he can produce no Act of Parliament, Ordinance of the Legislative Council, or order of Her Majesty in Council, giving the force of law to the provisions of the Postal Convention of 1856, or in any way depriving this Court of its jurisdiction over, and any British subject of his ordinary rights against the vessels of the Messageries Maritimes, which are admittedly not national vessels but the vessels of a private trading company.

23.—The case of the *Parlement Belge*, although I think a binding authority on the Vice-Admiralty Court of the Colony, is not in my opinion a binding authority on this Court sitting in the exercise of its plenary jurisdiction at Common Law. It is a judgment of a court of equal but not of superior jurisdiction.

24.—I do not think I should be bound by the judgment in that case if I did not agree with it, but, so far from disagreeing with the views therein expressed, I adopt every word of the very able judgment of the learned Judge of the Admiralty Division. I fully concur in the grounds and reason of his decision, and I hold that a right once conferred on a British subject by an Act of Legislature cannot be taken away or derogated from by any act or agreement of the Executive Government whatsoever, but only by an Act of the same or of some other legislature having equal or superior authority.

25.—The same principle applies in the Colonies. The distinction between Legislative and Executive functions is maintained in all its integrity, although the machinery is somewhat different; and, even where the Executive and the Legislative authority is vested in one and the same person or body, the distinction is still habitually drawn between the acts of that body or of that person in the one capacity and the other.

26.—The treaty-making power of the Crown is vested by law in Her Majesty in person. Her Legislative authority in this Colony is exercised by her either through His Excellency the Governor in his Legislative Council or by Her Majesty herself "by and with the advice and consent of the Imperial Parliament," or "by and with the advice of the Privy Council," and not by herself in person. (See Charter of the Colony.) In the exercise of her treaty-making she has entered into an agreement to confer certain privileges on certain French mail steamers. So far as the Executive officers of the Government are concerned, Her Majesty's orders to give effect to that convention are binding and obligatory on them as between them and their sovereign. But as regards the bulk of her subjects and so far as their rights are affected, the agreement is still *in fieri*, and no steps have, as it appears, been taken by the Crown to obtain a legislative declaration sanctioning that agreement and making of its terms a law binding on all courts and subjects.

27.—This being the state of the law on the question we are absolutely bound in this Court, when properly applied to, to declare that law, and give the fullest effect to the rights it confers. We would be failing in our duty to the Crown, whose ministers we are for the administration of the law, if we failed, even against the Crown itself, to give effect to the rights of the meanest subject of the realm.

28.—This question of the validity and binding effect of the Convention in point of law having been raised, I have thought it right to express an opinion on it, but I am of opinion that this rule might well be made absolute on other grounds.

29.—I do not think the *Anadyr* is within the terms of the Convention. The privileges conferred by the 5th Section are confined to vessels coming within the description of the vessels mentioned in Clauses I. and II. of the Convention. The vessels mentioned in the first clause are the packets running between Dover and Calais and carrying the mails between Great Britain and France, and the vessels mentioned in the second clause are any packets to be thereafter employed by either Government in carrying mails between the two countries Great Britain and France. The clauses read thus:—

I.—"There shall be a regular exchange of letters, newspapers and printed papers of all kinds, between the Post Office of Great Britain and the Post Office of France, by means of two lines of steam-packets which shall continue to be maintained or subsidized, the one by the British Government, and the other by the French Government, on the line between Dover and Calais. The British Post Office and the French Post Office shall regulate, by mutual consent, and in accordance with the well-understood interests of the two countries, the days and hours of departure and arrival of the above-mentioned packets."

II.—"Independently of the correspondence which shall be exchanged between the Post Offices of the two countries by the route pointed out in the preceding Article, those Offices may mutually forward from one to the other letters, newspapers, and printed papers of all kinds, by the several routes hereinafter enumerated:—

"1.—By the packets which the British Government and the French Government may respectively think it right to maintain, to freight, or to subsidize, for the conveyance of correspondence.

"2.—By merchant ships plying between the British and the French ports."

30.—As appears by an Affidavit of Edmund Sharp, filed by the Acting Attorney-General in support of his protest, the *Anadyr* trades between Marseilles and Shanghai and carries mails to and from Europe and the East. She carries English mails and French mails; but does she carry mails between France and Great Britain? No.

31.—I am clearly of opinion that the Messageries Maritimes vessels trading between Marseilles and the East, although mail steamers, subsidized by the French Government, and performing important and valuable services entitling them to every consideration, are not within the terms of the Convention of 1856.

32.—I doubt very much, if they are carrying mails under that Convention at all. I cannot shut my eyes to the fact that since the date of that Convention a complete revolution in postal matters has been effected, and that they are now regulated by the Conventions of Berne of 1874 and of Paris of 1876.

33.—It is noteworthy that in these conventions to which all the nations of the world may be said to be parties, there are no stipulations whatever for any special privileges for mail steamers.

34.—In conclusion I think this rule must go. The doubt raised by the Magistrate as to his power to issue the warrant in question has been resolved in favour of his jurisdiction. He refused to grant the warrant on that one ground only. The order of this Court must therefore be that a rule absolute be granted the applicant, for a peremptory writ of mandamus commanding the Magistrate to issue a search warrant in respect of the 22 piculs of prepared opium said to be on board of the steamer *Anadyr*.

35.—I may add, I fully concur with my Lord in thinking this argument should be heard *in camera*. To have heard it in public would have been to have given the parties concerned ample time and notice to remove the contraband goods from the vessel, assuming of course that there were any such.

The Attorney-General called their Lordships' attention to the fact that in arguing for the freedom from arrest in transit of the opium he of course only alluded to the case of the *Anadyr* or vessels having the same status.

Mr. Justice Francis said he certainly understood the Attorney-General's remarks to apply only to the Messageries Maritimes steamers and not to others.

The Chief Justice then said—After the hearing of the application of Mr. Ban Hop, the Opium Farmer, for the mandamus, which concluded at about 5 p.m. on the 6th of January instant, Mr. Justice Francis and I then concurred in the decision he has just now stated, that a rule absolute for a mandamus should issue directing the Police Magistrate to issue his warrant to search the steamship *Anadyr* for prepared opium. It was not possible that we could then properly discuss the questions raised, and we stated that, contenting ourselves with then giving the decision merely, we would, as soon as conveniently practicable, state some of the grounds on which we had arrived at the conclusion. I had made some progress in a statement of the case on the following morning, the 7th, when Mr. Justice Francis handed me his judgment, almost identical with what he has now read. He and I entirely agree in holding it to be obligatory on us to grant the writ of mandamus. In the main I so much agree in the grounds on which Mr. Justice Francis has supported our joint conclusion that I have abandoned my intention to write any statement of the case, Mr. Justice Francis has stated all facts necessary to be stated. As to his arguments, I entirely concur in most of them, and my views as to the rest differ so little from his that I abstain from travelling over the same ground. Referring to the Postal Convention and Ordinances and facts and circumstances as they have been stated, I will confine myself to some salient considerations arising out of this large subject.

1.—It was assumed by the Police Magistrate, and assented to by the learned Acting Attorney-General, that if prepared opium were shown to a reasonable presumption to have been brought from any other port into this harbour in any ordinary ship, a warrant to search the ship and to seize the opium on board would legally be demandable as of right by the Opium Farmer under the Ordinances for the protection of the opium revenue. On the other hand, it is not necessary to dispute the rule that a *bona fide* foreign ship of war coming into this harbour with prepared opium on board is not liable to be searched, however much it may be contrary to the comity of nations for her commander to sanction smuggling or breach of our ordinances.

2.—The onus in the inquiry before us lies on the Attorney-General to prove that the *Anadyr* belongs to the privileged class as identical with foreign vessels of war within article 5 of the Convention, more especially since, as appears by the affidavit before us, she is now carrying merchandise. I use the words of Sir R. Phillimore in the *Parlement Belge*, L. R. 4, Prob. D. 146. I am of opinion that there is no protection for the *Anadyr* except by the Postal Convention, which it must be admitted in terms gives her it, or when, within its definition, the privileges of a ship of war. Freedom from arrest of, and right to search for contraband goods in a foreign ship of war, stand on the same principle. The former carries the principle further, but it was held to apply to a mail vessel, under a like convention being in English waters, the actual property of the Belgic Government and officered by Belgic officers in the case of the *Parlement Belge*. Then under like circumstances, with the additional circumstance that the *Anadyr* is not the property of the French Government and is alleged to be exempt being a vessel belonging to private persons only because she is said to be subsidised by the French Government, how can she be brought under the Convention? I can draw no distinction excluding the *Anadyr* from the principle of the decision of that very eminent Judge and International Jurist Sir R. Phillimore, whose conclusions I do not now for the first time follow.

3.—But, assuming, as before stated, that the onus lies on the Attorney-General to prove that this vessel is within the convention as a vessel subsidised by the French Government, there is no evidence of such subsidy of this particular vessel. Some subvention between the French Government and the Messageries Maritimes may be presumed to exist; but it is not shown, it is not proved that this particular vessel is subsidised or that the subsidy is not a gross annual sum for the general carriage of mails in any vessel which the company may choose to provide; in other words that it is one subsidy to the company for aggregate services to be performed by any suitable vessels which the company may choose to employ. Could not the company stop, in this port, the *Anadyr* from going west, and put on any other suitable French vessel for the service? If this be so it could not be contended that the identical vessel the *Anadyr* is subsidised within the meaning of article 5 of the convention.

4.—Again, testing this case by the *Parlement Belge*, the treaty powers of the Crown were there discussed by the eminent judge the tendency of whose opinions is manifestly, from his judgments and writings, to uphold the prerogative to the fullest extent. He said in the case of the *Parlement Belge*:—

"If the Crown had power, without the authority of Parliament, by this treaty to order that the *Parlement Belge* should be entitled to all the privileges of a ship of war, then the warrant which is prayed for against her as a wrongdoer on account of the collision cannot issue and the right of the subject but for this order unquestionable to recover damages for the injuries done to him by her is extinguished. This is a use of the treaty-making prerogative of the Crown which I believe to be without precedent and in principle contrary to the laws of the constitution. Let me consider to what consequences it leads. If the Crown without the authority of Parliament may by process of diplomacy shelter a foreigner from the action of one of Her Majesty's subjects who has suffered injury at his hands, I do not see why it might not also give a like privilege of immunity to a number of foreign individuals. The law of this country has indeed incorporated those portions of international law which give immunity and privileges to foreign ships of war and foreign ambassadors; but I do not think that it has therefore given the Crown authority to clothe with this immunity foreign vessels which are really not vessels of war or foreign persons who are not really ambassadors." (L.R. 4, P.D. 144). And he held distinctly that no treaty or convention made by the Crown would be effectual to curtail the rights of any subject within England without an Act of Parliament sanctioning and enforcing such professed curtailment by the treaty of pre-existing rights on the subject. The argument is on this point exhausted in the Report and in the cases and treatises referred to in it. I conclude, therefore, that this Convention not having been sanctioned by Act of Parliament is, in so far as it affects the private rights and remedies of English subjects, incapable of being carried into effect in England unless and until the decision in the *Parlement Belge*, shall be reversed or varied. The case affirms no new law, it puts the old law deducible from the older cases in a more clear light—international Law which in this cosmopolitan harbour I have repeatedly had to consider and to declare, especially in the case of a trading steamer from Annam claimed to belong to the King of Annam.

5.—But it is said, admitting this to be so in England, the law is different in Hongkong. This distinction was drawn by Sir John Coleridge, Attorney-General, Sir G. Jessel, Solicitor General, and Mr. Bowen, as Counsel for the Crown, in the Kwok Asing case, L.R. 5 P.C. 290. They said "This (Hongkong) is a Crown Colony and the Queen can give any powers." Lord Justice Mellish interposed, and said,—"She (the Queen) cannot give a power which deprives English subjects of their rights." On the authority of this dictum of Lord Justice Mellish expressed in the Privy Council, whose conclusions are absolutely binding on this Court, and on other authority, I am bound to hold that the Queen cannot, by treaty merely, deprive this Opium Farmer of the right given to him by the Ordinance, of searching every ship bringing prepared opium into this harbour, but that an Act of Parliament naming Hongkong or an Ordinance of this colony giving force to the treaty here, or at least an order of the Queen in Council, is necessary to take away the right, neither of which is suggested to exist. In the Kwok Asing case, reported in L. R. 5. P.C. 179, it appeared that Ordinance No. 2 of 1850 was passed in this colony to carry into effect a treaty with China, and this Court having decided that for reasons too long to be here repeated the treaty had terminated, the necessity of an Ordinance to give new effect to the new treaty within the Colony was held to be so absolute that a declaratory Ordinance was passed. The dictum of Lord Justice Mellish and practice in this colony concur in affirming that no treaty by the Queen with a foreign Power can affect the rights and privileges of the Queen's subjects within Hongkong except under the sanction of an Act of Parliament or of a local ordinance or probably an order of the Queen in Council; and the learned Attorney General admitted he could produce neither. Therefore for the purpose of this decision there is neither.

6.—I may here state that I find that in 1872 the highest non-judicial opinion in England was that where a vessel is not within the terms of the convention, and not national property but merely chartered or subsidized by a foreign Government for the postal service, she has no claim to exemption whatever, and that such exemption is a privilege of so high a character that it should be conceded only on clear proof of the vessel being either national property or subsidized or chartered for the postal service by the French Government, and that it is not the mere leave or license of the Government granted to a vessel to carry letters or other postal communications which will entitle the vessel to the privileges given under the 5th article of the Convention. It seems to me that there is absolutely no such clear proof as this opinion requires that the *Anadyr* comes within the privileges conferred by article 5.

7.—So far is this clear proof from having been adduced that there is no evidence whatever to the effect. If one may conjecture, the probability is that the contract between the Messageries Company and the French Government is of the same character with the contract between our Government and the P. & O. Company. That contract in no way subsidizes any particular vessels, but it gives one entire subsidy of £360,000 a year for the entire service and leaves it to the P. & O. Company to employ any fit vessels so that they may perform the service, with a power to the Crown to declare any such vessels unfit. It seems to me most probable that every contract between the French Government and the Messageries Maritimes Company must be similar in form to this contract and that presumably there is no specific vessel (the *Anadyr*, for instance) that is expressly subsidised, and therefore that the *Anadyr* does not come within the privilege of Art. 5 of the Convention.

8.—It seems probable that the effort made to effect a more satisfactory arrangement in 1872 was not persisted in because the Treaty for a general Postal Union had then begun to be considered and it was probably thought that the Convention of 1856 might be, but in fact not, merged in it. It is to be lamented that difficulties were not disposed of by the Convention of Paris of June 1878. However, these difficulties remain unsolved.

9.—But assume for a moment that this vessel of a private company is duly subsidised and that she is therefore to be treated as a man of war in every respect within the Post Offices of the two countries, it seems to me that under Article 5 she is only within the convention when she is carrying correspondence "between the Post Offices of the two countries"—*i.e.* between a Post Office under the English Crown and a Post Office within French territory; but the evidence is that the *Anadyr* was when she reached Hongkong returning from and was on a voyage beyond the protection of the Treaty, a voyage to and from Shanghai in China, neither a French nor an English port, and she is not employed in execution of Art. 1 or 2, and therefore not constituted a vessel of war under Art. 5, and she was liable to be dealt with as an ordinary vessel subject to search, at least until the British Post Office should have restored her to its protection by putting the mails on board of her, which had not been done at 5 o'clock p.m., when we made the order, nor for several hours afterwards. Assuming that the vessel had lost her status by going to Shanghai, the onus lay on the Attorney-General to show that it had been absolutely restored to her at the time, when the search warrant was issued, but as to this no evidence was offered.

10.—Whatever character she sustained, the *Anadyr* must be assumed to be covering a breach of a fiscal ordinance, that is covering smuggling, which is contrary to the comity of nations, and is an abuse of international immunities.

11.—Having come to this legal conclusion that the Opium Farmer has the right of search, this Court must so decide; it can allow no considerations, even that the consequence of its deciding according to its conclusion would be war, to stay its judgment. There are judgments of Lord Stowell eloquent to that effect. Still less can it yield to any less serious influence.

12.—But when this Court has given its decision and issued its writ it is not concerned with what may be done afterwards. A delicate discrimination, guided in part by discretion, as distinguished from hard legal decision, may then rest with the Executive, which, it is the duty of this Court to presume, will be duly exercised. Here the duty of this Court ends.

13.—Unless the Convention shall be put an end to under article 37 or unless an ordinance be passed co-extensive with the treaty, I do not see how most serious difficulties and dilemmas may not frequently crop up under the circumstances as they now exist.

In conclusion I think it proper to explain why this application was heard with closed doors; it is legally called a hearing *in camera*. The Court has the right, it is its duty thus to hear any application on the rare occasion when publicity would lead to frustrate the very object of the hearing. Every application for a search warrant requires secrecy, lest if publicly heard the thief or smuggler might know of it and put away the things sought to be searched for before the warrant could be put in force. We presumed that the application to the Magistrate had been privately made in this case. There was the same reason for privacy as there had been before the Magistrate in the application to this Court for a mandamus to the Magistrate to issue the search warrant. Solely on that account and notwithstanding the importance of the questions involved, which would induce the Court to have publicly heard it, it was thought proper that the application should be heard in private. There are occasions known to the Judges from their long experience as to when such hearings in private are proper. The Judges, on their serious responsibility, decide on the rare occasions when it is necessary to hear such applications in private. There have been many such cases in England. I well remember one which was much talked of. A plaintiff raised serious and scandalous questions of a family nature in a suit against a noble lord and his family. The defendants asked that the case might be heard in private, and the Vice-Chancellor Sir J. Stuart heard the case in private in the presence of the parties and their counsel and attornies only. Mr. Malins (now Vice-Chancellor) for the plaintiff vehemently protested but without avail, and the case was after such hearing decided and sustained. I mean, as long as I sit on this Bench, to continue to exercise the discretion vested in me by law to hear a case *in camera* whenever the ends of justice appear to me to require it, in entire disregard of all obloquy to which it may expose me.

## POLICE COURT.

10th January.

BEFORE C. V. CREAGH, ESQ.

AN INEBRIATE.

John McBride, a seaman, was charged with being drunk and incapable on Friday evening.—Fined $1, in default two days' imprisonment.

LARCENY OF WOOD.

Chun Afuk was charged with stealing some wood value half-a-dollar.

Outside the door of the Wing Lung wood shop, Wellington-street, were some planks piled up. About half past ten o'clock p.m., on Friday, District Watchman No. 28 saw the prisoner walking along Wellington-street in a suspicious manner. He therefore watched him, and saw him go to the pile of wood, take up a plank, and walk away with it. The watchman then arrested him and took him to the owner of the wood who charged him.

Sentenced to four weeks' imprisonment with hard labour.

CUTTING BRANCHES.

Wan Achau, a coolie, was charged by P.C. Bond with being in unlawful possession of a bundle of branches and boughs, near Morrison Hill.—Fined $1, in default seven days' imprisonment with hard labour.

LARCENY FROM THE WANCHAI PIER.

Fo Asiu, Chiu Achau, and Lau Chung, boys, aged 16, 12, and 14 respectively, were charged with being in unlawful possession of six iron bolts.

At about two o'clock on Friday afternoon a carpenter on the long pier, Wanchi, saw the first and third prisoners unscrewing the nuts of some bolts in the woodwork of the pier with the spanner produced, and the second prisoner was standing by looking on, but taking no active part in the work. The carpenter arrested all three and gave them into the custody of a constable who searched them, and upon the first prisoner was found the spanner in his girdle and two of the bolts in his pocket. On the second prisoner was found some nails, and on the third prisoner two bolts.

The first prisoner said he found the spanner and bolts on the pier.

The second prisoner said he lived with his parents, who lived in Tai Wong-street. The nails were given him by the first prisoner.

The third prisoner also said that the first prisoner gave him the nails.

His Worship convicted the prisoners of larceny and sentenced the first prisoner to four weeks' imprisonment with hard labour, and two periods of ten days' solitary confinement.

The second prisoner four days' solitary confinement.

The third prisoner ten days' solitary confinement.

## SHANGHAI.

Although there is reason to believe that, among the Chinese, children are not infrequently bought and sold, yet they are very seldom publicly hawked about the streets of this Settlement. On the 5th inst., however, about 3.30 p.m., a man and woman walked up the Nanking-road with a little boy about three years old, the woman crying out that the child was for sale. The Rev. W. S. Holt was passing at the time, and in answer to his questions, she told him that she and her husband had come from Peking two or three days since. They had no money, nor any clothes except what they were wearing, and they could not get any work, so that they were now trying to sell the little boy to buy food. The price she asked was $15. Mr. Holt took all three to the Temperance Hall, where they received some food and a little money.—*Daily News*.

A small sensation has arisen in the shape of a strike among the jinricksha coolies on the French Concession. The strike commenced on Saturday, the 3rd inst., and the Celestial "sons of toil" are still holding out. It is caused by the raising of the price of the licenses on the French Concession to that fixed for the English Concession. On the 4th some inconvenience was caused by the entire absence of jinrickshas on the English Concession, the coolies apparently think that their fares would make a trip over to the French side a *sine quâ non* of payment. We know of one foreigner who had to take a trip on a wheel-barrow in consequence, but that was no serious matter, beyond, perhaps the loss of dignity.

The elections for the nomination of three

municipal councillors
...on took place on the 6th
...he Municipal Hall, the
...n opened at ten o'clock
...4 o'clock p.m. The new
...ke the places of Messrs. G.
...r, H. Ninay, G. Buissonnet,
Only one of these gentlemen
placed himself before the
Mr. Lester, and he stands re-
...owing is the result of the
French Councillors: M. Bet-
Gouillond, 174; M. Vouille-
Girard, 45; M. Du Pouey, 34.
...gn Councillors: M. Myburgh,
...189; M. Yates, 4; M. Mackillop,
interesting to add that the num-
...s for the concession is 239, that the
...voters to-day was 194, and that the
...votes recorded was also 194.—*Courier.*

## BISHOP OF MELBOURNE ON CHINESE MISSIONS.

Bishop of Melbourne, speaking on Chi-
...ssions on 25th November, said:—Practi-
...he objections to the Chinese immigrants
...d to be, first, that they were guilty of gross
...ceptional immoralities; and secondly, that
...large numbers and the low wages for which
...worked brought them into competition with
...pean working people. As far as he had
...able to learn from watching the newspapers,
...was of opinion that the first objection was only
...rown in as a sort of make-weight to the second,
...d that the second was rather a fear than a fact.
...o doubt the fear was a reasonable one, for with a
...eople numbering hundreds of millions, and dwell-
...ng, so to speak, next door, it was impossible not
...o fear that they might swarm out of their own
...ands and come into serious competition with our
...orking people. The Chinese had been called
the enigma of the future," and it was quite true
...at no one could prognosticate what the future
...ght bring forth; but it appeared to him that
...he stream of Chinese came this way, it would
...directed not so much to the temperate parts
...e continent, where the European throve, as
...more torrid portion, where nothing but a
...ese constitution would enable a man to work
...live. As to the immoralities of the Chinese,
...elieved the degree of them was exaggerated.
...doubt, the low Chinese were guilty of the most
...ocious crimes, but the same could be said of our
...n population. In short, if the lowest larrikins
...f Melbourne were compared with the lowest in-
habitants of the Celestial Empire, it was doubtful whether the balance of badness would not incline in favour of the European rough. Nor should it be forgotten that immoralities might have been expected from the circumstances of the Chinese, being heathen, coming here without wives and families, and living in small communities. In garrison towns in England the same charges were made, and for the same reason. It might be necessary hereafter for the Governments of the colonies to refuse to admit Chinese unless they brought their wives and families, but any enactment for that purpose would have to be based on accurate inquiry, and not upon loose declamation. Such a measure must be shown to be necessary, and framed with a most scrupulous regard for what was just. The English had, as it were, broken down the back door of the Chinese Empire with the butt end of the musket, and if the inhabitants came here in large numbers now we had only ourselves to blame.

## COMMERCIAL INTELLIGENCE.

SUNDAY, 11th January.

EXPORT CARGOES.

Per German brig *August*, for Hamburg—3,225 boxes cassia lignea, 410 boxes cassia buds, and 310 boxes star aniseed.

Per British bark *Echo*, for New York—1,250 pkgs. fire-crackers, 1,609 rolls matting, 2,000 bales cassia, 135 boxes essential oil, 100 boxes gallnuts, 61 bales hides, and 17 bales sundries.

Per British bark *Queen of India*, for London—3,062 boxes cassia lignea, 2,247 bags sugar, 363 rolls matting, 88 pkgs. canes, 50 boxes cassia buds, and 50 casks preserves.

Per Danish bark *Flensborg*, for London—2,200 boxes cassia lignea, 2,091 bags sugar, 170 boxes cassia buds, 220 cases and 50 casks preserved ginger, 50 casks soy, 40 cases wines, and 161 bales merchandise.

Per American ship *Emerald Isle*, for New York—2,578 bales hemp, 4,000 pkgs. firecrackers, 4,700 boxes cassia lignea, 2,734 boxes Saigon cassia, 4,967 bags sugar, 1,516 rolls matting, 349 boxes essential oil, 216 bales hides, 200 bales camel's hair, 100 boxes palm leaf fans, 92 pkgs. canes, 30 cases cantharides, and 55 pkgs. sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..........3/9½
Bank Bills, at 30 days' sight...3/9¾
Bank Bills, at 4 months' sight.3/10½ to 3/10¾
Credits, at 4 months' sight.....3/10¾ to 3/10¾
Documentary Bills, at 4 months' sight..........3/10½ to 3/10¾

ON BOMBAY.—Bank, on demand...226½
ON CALCUTTA.—Bank, on demand 226½
ON SHANGHAI.—
Bank, sight..........73½
Private, 30 days' sight..........74

SHARES.

Hongkong and Shanghai Bank Shares—62 per cent. premium.
Union Insurance Society of Canton—$1,400 per share.
China Traders' Insurance Company's Shares—$1,350 per share.
North China Insurance—Tls. 1,200 per share.
Yangtsze Insurance Association—Tls. 740 per share.
Chinese Insurance Company—$300 per share, ex dividend.
Hongkong Fire Insurance Company's Shares—$320 per share.
China Fire Insurance Company's Shares—$220 per share.
On Tai Insurance Company, Limited—Tls. 138.
Hongkong and Whampoa Dock Company's Shares—10 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$19 per share premium.
Shanghai Steam Navigation Company—Tls. 11 per share.
China Coast Steam Navigation Company.—Tls. 108 per share.
Hongkong Gas Company's Shares—$70 per share.
Hongkong Hotel Company's Shares—$66 per share.
China Sugar Refining Company, Limited—$160 per share.

## HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

January 10th.

Barometer—9 A.M. .......... 30.115
Barometer—1 P.M. .......... 30.084
Thermometer—9 A.M. .......... 59
Thermometer—1 P.M. .......... 59
Thermometer—9 A.M. (Wet bulb) .......... 58
Thermometer—1 P.M. (Wet bulb) .......... 59
Thermometer—Maximum .......... 59
Thermometer—Minimum (over night) .......... 58

## CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

January 10th.

| BAROMETER, THERMOMETER, &c. | HONGKONG. Previous day at 4 P.M. | HONGKONG. On date at 10 A.M. | AMOY. Previous day at 4 P.M. | AMOY. On date at 10 A.M. | SHANGHAI. Previous day at 4 P.M. | SHANGHAI. On date at 10 A.M. | NAGASAKI. Previous day at 4 P.M. | NAGASAKI. On date at 10 A.M. |
|---|---|---|---|---|---|---|---|---|
| Barometer.......... | 30.07 | 30.16 | 30.14 | 30.06 | 30.25 | 30.28 | — | — |
| Thermometer attached | 68.0 | 60.0 | 67.0 | 55.0 | 41.0 | 36.0 | — | — |
| Direction of Wind.......... | ENE | E. | ENE | NE | NE | N. | — | — |
| Force.......... | 4 | 5 | 5 | 3 | 5 | 5 | — | — |
| Dry Thermometer.......... | 68.0 | 60.0 | 64.0 | 56.0 | 41.0 | 35.5 | — | — |
| Wet Thermometer.......... | 63.6 | 58.0 | 62.0 | 54.0 | 37.0 | 32.0 | — | — |
| Weather.......... | c. | c.q.p. | b.c. | o.r. | c.m. | c.m. | — | — |
| Hour's Rain.......... | — | 2 | — | — | — | 4 | — | — |
| Quantity fallen.......... | — | 0.23 | — | — | — | 0.26 | — | — |

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 2 light breeze. 3 to 5 moderate. 6 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.


## INSURANCES.

### BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.

Hongkong, 1st January, 1874. [1

### THE ON-TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
KWOK ACHEONG, of the Fat Hing Firm.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 8 and 9, Praya West.

Hongkong, 14th October, 1878. [1429

### IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRT-CLASS RISKS,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

Hongkong, 1st March, 1874. [26

### LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, 27th June, 1872. [17

### SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co.,
Agents Sun Fire Office.

Hongkong, 1st June, 1878. [28

### THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co.,
Agents.

Hongkong, 14th August, 1878. [22

### THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned places.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. [1y630

### CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,
Secretary.

Hongkong, 10th December, 1878. [24

### YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).......... Tls. 420,000
PERMANENT RESERVE .......... Tls. 230,000
SPECIAL RESERVE FUND... Tls. 206,370
TOTAL CAPITAL and ACCUMULATION, 25th April, 1879 .......... Tls. 856,370

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
C. LUCAS, Esq. | S. D. WEBB, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

FULLARTON HENDERSON, Esq., Agent, 3, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 14th May, 1879. [9

### MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ... £100,000 Sterling.
RESERVE FUND UPWARDS OF .......... £120,000 Sterling.
ANNUAL INCOME .......... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [18

### THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [19


## VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | CAPTAIN | AT | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|
| LONDON, via SUEZ CANAL | Anchises (str.) | C. Jackson | Hongkong | Butterfield & Swire | To-day, at 4 P.M. |
| LONDON, via SUEZ CANAL | Teucer (str.) | R. T. Power | .......... | Butterfield & Swire | On or about 17th inst. |
| LONDON, via SUEZ CANAL | Gleniffer (str.) | Graham | .......... | Jardine, Matheson & Co. | On or about 31st inst. |
| LONDON | Claro Babuyan | Polson | Hongkong | Vogel & Co. | Quick despatch. |
| LONDON | Prince Frederick | Clague | .......... | Vogel & Co. | Quick despatch. |
| LONDON | Chinaman | Mackenzie | .......... | Vogel & Co. | Quick despatch. |
| LONDON | Elizabeth Childs | Lindberg | Hongkong | Vogel & Co. | Quick despatch. |
| LONDON | Winlow | Barker | Hongkong | Vogel & Co. | Quick despatch. |
| LONDON | John Nicholson | Campbell | Hongkong | Vogel & Co. | Quick despatch. |
| HAMBURG | Palma | Ringe | Hongkong | Vogel & Co. | Quick despatch. |
| HAMBURG | Harmonie | Schiphorst | Hongkong | Vogel & Co. | Quick despatch. |
| NEW YORK | City of Boston | Crosby | Hongkong | Vogel & Co. | Quick despatch. |
| NEW YORK | Moses B. Tower | Hall | Hongkong | Vogel & Co. | Quick despatch. |
| NEW YORK | R. Robinson | Smith | Hongkong | Vogel & Co. | Quick despatch. |
| NEW YORK | Alice Reed | Killeran | Hongkong | Vogel & Co. | Quick despatch. |
| NEW YORK, &c. | Gordon Castle (str.) | Waring | .......... | Adamson, Bell & Co. | Quick despatch. |
| NEW YORK | Gartmorn | Ellwood | Hongkong | Russell & Co. | Quick despatch. |
| NEW YORK | Frederick Perthes | Walter | Hongkong | Russell & Co. | Quick despatch. |
| SAN FRANCISCO, via Y'HAMA | Gaelic (str.) | .......... | Hongkong | O. & O. S. Co. | On 14th inst., at 3 P.M. |
| SAN FRANCISCO | Southern Cross | Gibb | Hongkong | Russell & Co. | Quick despatch. |
| SAN FRANCISCO | Middlesex | Walsh | Hongkong | Russell & Co. | Quick despatch. |
| SINGAPORE, BOMBAY, &c. | Kaisar-i-Hind (str.) | Methven | .......... | P. & O. S. N. Co. | On 14th inst., at 11 P.M. |
| SINGAPORE, PENANG, &c. | Venice (str.) | P. Rhode | Hongkong | Jardine, Matheson & Co. | On 17th inst., at 3 P.M. |
| SINGAPORE, PENANG, &c. | Suez (str.) | Eaton | Hongkong | David Sassoon, Sons & Co. | On 17th inst., at 3 P.M. |
| SINGAPORE, BRISBANE, &c. | Menmuir (str.) | .......... | Hongkong | Gibb, Livingston & Co. | On 24th inst., at Noon. |
| SAIGON, SINGAPORE, &c. | Peiho (str.) | Pasqualini | .......... | Messageries Maritimes | On 21st inst., at 11 P.M. |
| YOKOHAMA | China (str.) | .......... | Hongkong | P. & O. S. N. Co. | Quick despatch. |
| YOKOHAMA AND HIOGO | Glengyle (str.) | Quartly | .......... | Jardine, Matheson & Co. | Quick despatch. |
| SHANGHAI | Geelong (str.) | .......... | .......... | P. & O. S. N. Co. | Quick despatch. |
| SHANGHAI | Claverhouse (str.) | Brown | Hongkong | Arnhold, Karberg & Co. | Quick despatch. |
| SHANGHAI, YOKOHAMA, &c. | Killarney (str.) | .......... | Hongkong | Gibb, Livingston & Co. | To-morrow, at 5 P.M. |
| SHANGHAI, via AMOY | Glaucus (str.) | T. Jackson | .......... | Butterfield & Swire | On or about 17th inst. |
| YOKOHAMA, via KOBE | Takasago-Maru (s.) | Young | .......... | Mitsu Bishi Mail S. Co. | On 24th inst., Daylight. |
| SWATOW, AMOY, & F'CHOW | Kwangtung (str.) | Abbott | Hongkong | Douglas Lapraik & Co. | To-morrow, at daylight. |
| AMOY | Esmeralda (str.) | Talbot | .......... | Russell & Co. | Quick despatch. |


## INSURANCES.

### PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

Hongkong, 9th November, 1868. [15

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1y1458

### SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [944

### TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [2

### QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co.,
Agents.

Hongkong, January, 1876. [9

### STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.

Discount 20 %.

VOGEL & Co.

Hongkong, 1st March, 1878. [25

### GERMAN LLOYD MARINE INSURANCE COMPANY, LIMITED, OF BERLIN.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co.,
Agents.

Hongkong, 6th February, 1879. [288

### NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co.,
Agents.

Hongkong, 7th July, 1871. [29

NOW ON SALE.

IMPERIAL QUARTO.

### ENGLISH AND CHINESE DICTIONARY,

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

It comprises upwards of two thousand large quarto pages.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG:
"DAILY PRESS" OFFICE, WYNDHAM ST.



## VESSELS ON THE BERTH.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"KWANGTUNG,"

Captain Abbott, will be despatched for the above Ports TO-MORROW, the 13th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, 10th January, 1880. [124

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"CHINA,"

will leave for the above place shortly after the arrival of the Steamship "GEELONG" with the next English Mail.

A. McIVER,
Superintendent.

Hongkong, 7th January, 1880.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"GEELONG,"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

Hongkong, 7th January, 1880.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

Taking Cargo and Passengers at through rates for HANKOW and PORTS on the YANGTSZE.

THE Company's Steamship

"GLAUCUS,"

Captain T. Jackson, will be despatched on or about the 17th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th January, 1880. [115

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TEUCER,"

Captain R. T. Power, will be despatched on or about the 17th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th January, 1880. [1929

FOR YOKOHAMA AND HIOGO.

THE Steamship

"GLENGYLE,"

Captain Quartly, shortly expected from Singapore, will have quick despatch as above.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 8th January, 1880. [107

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE

(Calling off the usual COAST PORTS and taking through Cargo and Passengers for NEW ZEALAND).

THE Eastern and Australian Mail Steam Company's Steamer

"MENMUIR,"

will be despatched as above on SATURDAY, the 24th instant, at Noon.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.

Hongkong, 5th January, 1880. [95

FOR SHANGHAI.

THE Steamship

"CLAVERHOUSE,"

Brown, Master, expected here on or about the 7th instant from Singapore will have immediate despatch for the above Port.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 3rd January, 1880. [88

CASTLE LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GORDON CASTLE,"

Waring, Commander, will call here shortly, and will have immediate despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 30th December, 1879. [1888

FOR SAN FRANCISCO.

THE A1 British Ship

"MIDDLESEX,"

Walsh, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 9th January, 1880. [120

FOR NEW YORK.

THE A1 German Bark

"FREDERICK PERTHES,"

Walter, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 1st January, 1880. [69

FOR SAN FRANCISCO.

THE A1 American Ship

"SOUTHERN CROSS,"

Gibb, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 1st January, 1880. [71

FOR NEW YORK.

THE A1 British Bark

"GARTMORN,"

Ellwood, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 2nd December, 1879. [61

FOR HAMBURG.

THE A1 German Bark

"PALMA,"

Binge, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 1st December, 1879. [54

FOR LONDON.

THE A1 British Bark

"CLARO ABUYAN,"

Polson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 3rd November, 1879. [50

## VESSELS ON THE BERTH.

FOR NEW YORK.

THE A1 American Ship

"R. ROBINSON,"

Smith, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 2nd January, 1880. [82

FOR NEW YORK.

THE A1 American Bark

"ALICE REED,"

Killeran, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 2nd January, 1880. [83

FOR HAMBURG.

THE A1 German Schooner

"HARMONIE,"

Schiphorst, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 2nd January, 1880. [84

FOR NEW YORK.

THE A1 American Schooner

"MOSES B. TOWER,"

Hall, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 27th December, 1879. [59

FOR LONDON.

THE A1 British Ship

"JOHN NICHOLSON,"

Campbell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 24th December, 1879. [58

FOR LONDON.

THE A1 British Bark

"WINLOW,"

Barker, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 16th December, 1879. [51

FOR LONDON.

THE A1 British Bark

"ELIZABETH CHILDS,"

Lindberg, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 5th December, 1879. [56

FOR LONDON.

THE A1 British Bark

"CHINAMAN,"

Mackenzie, Master, will load here and at Whampoa for the above Port, and will be quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 1st December, 1879. [52

FOR LONDON.

THE A1 British Ship

"PRINCE FREDERICK,"

Clague, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 1st December, 1879. [53

FOR NEW YORK.

THE A1 American Ship

"CITY OF BOSTON,"

Crosby, Master, will load here for the above Port, and will be despatched on or about 20th December.

For Freight, apply to
VOGEL & Co.

Hongkong, 3rd November, 1879. [49

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.

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"DAILY PRESS" OFFICE,
HONGKONG.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [30

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
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MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
9, HOLLYWOOD ROAD. 34

KEATING'S COUGH LOZENGES.

COUGHS, ASTHMA, BRONCHITIS, DIFFICULTY of BREATHING are speedily cured by KEATING'S COUGH LOZENGES (recognised and recommended by the Medical Faculty). No other remedy is half so effective. One Lozenge alone gives relief. They contain no Opium, Morphia, nor any violent drug, and may be taken by the most delicate. One or two at bedtime ensures rest when troubled by the throat. Sold by all Chemists, in Bottles. [481 1931

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THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE:—
In Paper Wrapper.......... $1.50
Neatly Bound.......... $2.00

Apply at the *Daily Press* Office.

## VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KAISAR-I-HIND," Captain METHVEN, will leave this on WEDNESDAY, the 14th instant, at 11 P.M.

For further Particulars, apply to
A. McIVER, Superintendent.

Hongkong, 7th January, 1880.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 17th January, 1880, at 3 P.M., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 16th January. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY,
Agent.

Hongkong, 12th January, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON WEDNESDAY, the 21st January, 1880, at 11 P.M., the Company's Steamship "PEIHO," Commandant PASQUALINI, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until 10 A.M., and Cargo will be received on board until Noon. Specie and Parcels until 2 P.M. on the 21st January, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th January, 1880.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO YOKOHAMA, VIA KOBE.

THE "TAKASAGO-MARU," Captain YOUNG, due here on or about 19th instant, will be despatched as above on SATURDAY, the 24th instant, at Daylight.

Cargo received on board and Parcels at the Office up to 5 P.M. of 23rd.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE .......... Cabin $60. Steerage $15.
To YOKOHAMA and NAGASAKI .......... Cabin $75. Steerage $20.

A REDUCTION is made on RETURN CABIN PASSAGES.

Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, No. 6, Queen's Road Central.

Hongkong, 12th January, 1880.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

CHAMEON KAMEYE, Siamese bark, Stolze.—Yuen Fat Hong.
CITY OF BOSTON, American ship, J. K. Crosby.—Vogel & Co.
CLARO BABUYAN, Brit. bark, Polson.—Chinese.
DUKE OF ABERCORN, British bark, J. Burnie.—Borneo Co.
ELIZABETH CHILDS, British bark, C. E. Lindborgh.—Wieler & Co.
EMPIRE, American ship, E. Leckie.—Arnhold, Karberg & Co.
FANTAISIE, British bark, Cooper.—Arnhold Karberg & Co.
F. PERTHES, Ger. bark, Walter.—Siemssen & Co.
HARMONIE, German schooner, H. Schiphorst.—Eduard Schellhass & Co.
HAYDN BROWN, American bark, Havener.—Melchers & Co.
HERMINE, Norwegian bark, F. Cormgran.—Ed. Schellhass & Co.
HERMINE, German bark, F. Meyer.—Eduard Schellhass & Co.
HIGHLANDER, American ship, Hutchinson.—Vogel & Co.
HWAI-YUEN, Chinese steamer, O. Wilson.—C. M. S. N. Co.
KILLARNEY, British steamer, O'Neill.—Gibb, Livingston & Co.
MORNING STAR, Siamese bark, D. Michaelsen.—Chinese.
PALADIN, British steamer, Geo. Parker.—Arnhold, Karberg & Co.
PAPA, German bark, Bannau.—Carlowitz & Co.
RODERICK HAY, British bark, Nicolson.—Turner & Co.
SEA GULL, American steamer, Hayden.—China Traders' Insurance Company.
SOPHIE, German bark, Binge.—Wieler & Co.
SUMATRA, Am. ship, Clough.—Russell & Co.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [29

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed

IN THE BEST STYLE
and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.

"DAILY PRESS" OFFICE,
HONGKONG.


## MAILS EXPECTED.

THE ENGLISH MAIL.

The P. and O. steamer *Geelong*, with the next English mail, left Singapore at 10 A.M. on the 5th, and may be expected here to-day, 12th instant.

## POST-OFFICE NOTICES.

A MAIL WILL CLOSE

For Straits Settlements, Suez, and London.—Per *Anchises*, to-day, the 12th inst., at 3.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Kwangtung*, to-day, the 12th instant, at 5 P.M.

For Shanghai, Yokohama, and Hiogo.—Per *Killarney*, to-morrow, the 13th inst., at 4.30 P.M.

For Japan viâ Kobe.—Per *Takasago Maru*, on Friday, the 23rd instant, at 5 P.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "KAISAR-I-HIND" will be despatched on WEDNESDAY, the 14th instant, with Mails to and through the United Kingdom and Europe, *viâ* Brindisi or Southampton; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "PEIHO" will be despatched on WEDNESDAY, the 21st instant, with Mails to and through the United Kingdom and Europe, *viâ* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (*viâ* Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to East Africa, the Cape, St. Helena, and Ascension.

HOURS FOR CLOSING THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

DAY OF DEPARTURE.

5 P.M., Money Order Office closes.
5.30 P.M., Post Office closes till 8 P.M., except the night box, which is always open out of office hours.
8 P.M., Post Office opens.
9 P.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
10 P.M., Mails closed, except for Late Letters.
10.10 P.M., Letters may be posted with Late Fee of 18 cents until
10.30 P.M., when the Post Office closes entirely.
10.40 P.M., Late Letters may be posted on board the Packet with Late Fee of 18 cents until time of departure.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

The Stamps tendered for sale must not exceed $50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

Correspondence for the West Indies (except those belonging to the Postal Union, the Bahamas, and Hayti), for Monte Video, Paraguay, and Uruguay can no longer be sent viâ San Francisco.

THE NEW RATES OF POSTAGE.

| | To Union Countries generally. | To and through the United Kingdom via Brindisi only. |
|---|---|---|
| Letters, per ½ oz. .......... | 8 Cents | 13 Cents. |
| Post Cards, each .......... | 3 Cents | 5 Cents. |
| Books, per 2 oz. .......... | 2 Cents | 4 Cents. |
| Commercial Papers, per 4 oz. .......... | 6 Cents | 8 Cents. |
| Newspapers & Prices Current, each .......... | 2 Cents | 4 Cents. |
| Registration .......... | 8 Cents | 8 Cents. |

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. Any of them in a book packet expose it to the higher charges stated above.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 4 cents. Registration fees to all Countries are reduced to 8 cents.

STAMP OFFICE.

The above Office being now provided with a 3-cent die, Books of Receipts, Rent Collectors' Books, &c., can be stamped beforehand in the same manner as Cheque Books. Loose receipt forms can also be stamped if required.

MONEY ORDERS.

1.—Money Orders are exchanged with the United Kingdom, New South Wales, New Zealand, Queensland, South Australia and Port Darwin, the Straits Settlements, West Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues Orders on Shanghai, and *vice versa*.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps subject to a charge of One per Cent. for cashing them.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing Office. The application must be accompanied with the full amount (including commission) in Cheque, Postage Stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the Mails.

4.—No Order must exceed £10 or $50, or include any fraction of a penny, nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail. Orders will be drawn at the current rate of the day† and paid at the rate of the day when the advice arrived.

The Commission is as follows:—

ORDERS ON THE UNITED KINGDOM.
Up to £2 .......... 18 Cents.
Up to £5 .......... 36 Cents.
Up to £7 .......... 54 Cents.
Up to £10 .......... 72 Cents.

LOCAL AND INTERCOLONIAL ORDERS.
Up to $25 or £5 .......... 25 Cents.
Up to $50 or £10 .......... 50 Cents.

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, and Shanghai.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed. It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No Order can be paid till the Payee have signed it in the proper place. An Order can be transferred to another Office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the Order be not presented within six months, an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No Order can be paid until the advice relative to it has been received.

*Made out on a printed form which is supplied gratis.

†Local Orders on Shanghai are drawn at 2 per cent. premium in all cases. A fixed dollar rate for drawing on the United Kingdom is in force there.

# EXTRACTS.

## THE GOLDEN ISLES.

The poet sits and smiles,
He knows the golden isles,
He never hopes to win their cliffs, their marble mines,
Roofs where their green-sea caves,
The coldness of their caves,
Their felspars full of light, their rosy corallines.

All these he oft has sought,
Led by his travelling thought,
Their glorious distance hides no inward charm from him;
He would not have their day
To common light decay,
He loves their mystery best, and bids their shapes be dim.

They solace all his pains,
They animate his strains,
Within their radiant glow he soon forgets the world
They bathe his torrid noons
In the soft light of moons,
They leave his lingering evenings tenderly empearled.

As one who walks all day
Along a dusty way,
May turn aside to plunge in some sequestered pool,
And so may straight forget
His weariness and fret,
So seeks the poet's heart those islands blue and cool

Content to know them there,
Hung in the shining air,
He trims no foolish sail to win the hopeless coast;
His vision is enough
To feed his soul with love,
And he who grasps too much may even himself be lost.

He knows that, if he waits,
One day the well-worn gates
Of life will ope and send him westward o'er the wave!
Then will he reach ere night
The isles of his delight,
But they must float until they anchor in the grave.

EDMUND W. GOSSE.

## ON THE BOURSE.

Paris has lately been visited by one of those Bourse panics which are periodical, but which seem to cure nobody of the mania for random speculation. A great financier, after starting a bank on a colossal scale, has retired across the frontier for the benefit of his health, and left his shareholders to manage without him as they can. This is an old story. Within the last twenty years Paris has seen greater collapses than those of the bold promoter just mentioned; and the official who presides over the umbrella-stand at the Bourse has been confirmed in his admiration of the rule which obliges all who enter this Temple of Mammon to deposit their sticks or umbrellas in his keeping, lest they should come to blows on settling-days. The bulls and bears fight enough with their fists as it is round that iron enclosure where the stockbrokers hold their court. The other day, when it was known that the big rose-tinted bubble which had been alluring the eyes of speculators since last summer had burst, there was a shindy which might have compared favourably with an Irish faction fight. Petty investors had begun to hope that the commercial crisis was coming to a close, and that the era of big dividends which had lasted all through the Empire was going to commence again. The disappointment was as bitter as it was unexpected; and its effects must needs paralyze Bourse speculation for many weeks at least. The most habitual frequenters of the Bourse are persons of small means who invest their hardly earned savings. In France everybody saves something; and the quotations on Change are consulted as studiously by servants as by merchants. Footmen, scullery maids, concierges, even the porters who stand at the street corners, have scrip in their cupboards, and may be seen streaming every quarter-day towards the change offices to get their coupons cashed. Naturally, all these people are very eager about investments which promise high dividends. They can get 4½ per cent. safely on their money, with a chance of a £6,000 prize by buying shares in the City of Paris Loans; and under the circumstances promises of 7, 8, or even 10 per cent. interest in foreign loans or gigantic financial enterprises at home do not seem to them extravagant. The late M. de Villemessant used to tell the story of a poor country cure who sent him a one-thousand-franc note with a request that it might be expended in the purchase of two shares in a company freshly launched. M. de Villemessant wrote back returning the money, and explained that the enterprise in question was a worthless one, whereupon the cure sent back 500f., saying, "Thank you kindly for your warning. Since this speculation is so unsafe, please buy me one share instead of two." It is not of much use to waste sympathy on men of this sort when they get ruined. The financier Mirès, judging them at their true worth, christened a tame goose which he possessed "the Shareholders:" and it happened that one day, while he was closeted with a visitor on business, his little boy, who had been chevying the bird through the garden, called out to him, "Papa, 'the Shareholder' won't let me catch him to-day." The visitor at once rose and cordially grasped Mirès hand. "The lesson is most timely," said he. "Oh, but it won't profit you in the least!" laughed Mirès. "If you don't come to me you'll go elsewhere." One may compare with this the Duc de Morny's quaintly-cynical saying—"Les affaires: c'est l'argent des autres;" and this other by Nestor Roqueplan, who was giving advice to a young man about to start in life: "My friend, if you want to earn a high character and a good deal of money without working, start a company for supplying families with hot water by diverting the Gulf Stream into leaden pipes. All Paris will buy shares."

The Parisian speculator goes into the Bourse as he would into a fishmarket not knowing exactly what he shall buy for dinner. He wants something good and cheap. With a copy of a financial journal sticking out of his pocket, he wends his way towards the Bourse and listens for a moment open-eared while the stockbrokers are crying the quotations of different securities as loudly as salesmen in the Halles. Having elbowed his way round the *corbeille* and stared at the brokers, the small investor at length selects one whose physiognomy pleases him, and sidling shyly up to him, endeavours to get a little gratis advice as to the securities that are safest to purchase. The brokers are keen fellows, rendered cautious by long experience, and they take care not to pronounce too emphatically for one scrip or another; but they are not men to let a customer slip either, and before an applicant parts company with them he has generally allowed them to book an order. Before the broker's pencil goes to work on his note-book, however, there has been an amount of arguing, expostulating, and apparent quarrelling which would make an Englishman despair. The French have no idea of the value of time, and in money matters their usually glib patter settles down into a long drawl. Formerly ladies used to be admitted to the great hall on the ground-floor of the Bourse, and then the noise was indescribable. Most of the time of the attendants was spent in removing excited females who had fainted or become obstreperous. Nowadays ladies are relegated to the upper galleries, and they may only communicate with the brokers by deputy. On days of great agitation they may be seen in long rows leaning over the stone balustrade and making signs to their agents below by hand or handkerchief. Sometimes they venture to scream a name; but it is not of much use for them to do this, as the noise on the floor of the house is deafening. Hundreds of men crying figures at each other or bawling them at large apparently for the mere fun of the thing; telegraph-boys racing in and out with messages; bankers' and brokers' clerks struggling towards their respective masters—all this makes up a picture full of riotous life. At four o'clock the building is to be cleared, and then, if there has been a panic, brokers, jobbers, and their victims all flow down the steps of the big palace and carry on their wrangles in the square or in the cafés opposite; while a number troop off to the Passage de l'Opéra, where an unofficial exchange, called "La Petite Bourse," is held, and where negotiations are carried on *al fresco* all the evening, in defiance of the repeated remonstrances of the police, who shout in vain, "Circulez, Messieurs; circulez!" It is generally to the Petite Bourse that the journalists who write money articles go when they want to feel the latest beatings in the pulse of the money market. It is here that they can learn most accurately to what extent the petty speculator has been "hit" by financial disasters.—*Pall Mall Gazette.*

## PERILOUS PASTIMES.

The sports and pastimes of nations are particularly worthy of attention, and may serve to supply many curious and even valuable suggestions. Among other specialities it will be found that the idea of risk and danger very often presents particular attractions, and that in opposite directions. On the one hand, the peril is that of the performers, and the enjoyment falls to the lot of a miscellaneous crowd of witnesses. On the other hand, the danger is more or less with what we may designate a victim, and the pleasure falls either to his pursuers alone, or to them in common with spectators.

In ancient times it was so; men, engaged as gladiators and athletes in the arena, risked and often lost their lives in mercenary strifes for the amusement of onlookers who paid for admission. It is so now, and would be so even on a larger scale, unless the law interposed restrictions upon "man's inhumanity to man." Prize fights and wrestling matches would be heartily enjoyed; but they are luxuries, and therefore the ignoble crowd must cast about for delightful sensation in other directions. The good old fights between lions, tigers, leopards, panthers, and other wild beasts have long been left behind; not even bull fights, dog fights, or cock fighting are tolerated in this sensitive generation, and pigeon shooting is not quite allowed to pass uncondemned. Fox hunting and the chase in all its forms are pleasures for the individual, and caviare to the multitude, who are thus deprived remorselessly of that pabulum which the sanguinary tinge of human nature seems to require.

Let no one protest against the reference to sanguinary tinges; it is a reality, and, as a native to us, will seek for room to display itself, nor will true wisdom so much ignore it as seek to control and direct or modify it. Nothing in human nature is in itself bad, and therefore not this; so we must seek to utilise it. It is like some of the food we eat, which wild, raw, and unprepared is fatal, but under cultivation becomes precious and wholesome.

High-born and gentle—need we say royal?—dames in Spain enjoy, after a few experiences, all the perils and some of the incidental horrors of the bull-fight. Of course they do. The tiger that has once tasted blood and relished it is glad of it, and covets it. Nor do we shrink from saying as much of men and women, whatever rebellion we may provoke. All the world learns to love danger and to court the sight of it, if not to share in it. And this danger has no definable limits, except the law, or conventional sentiment, which is stronger than law, erects a fence inscribed, "Thus far shalt thou go, and no further."

We have this love of witnessing—shall we not say of participating?—in danger, here in London, and elsewhere all over the kingdom. They are the same in Paris, and in all other cities in Europe, and over the whole globe. At this moment refined, delicate, sensitive, but sensational Paris—the model of fashion, politeness; and good taste to the rest of the world—offers the following bill of fare, which we copy from a contemporary:—

At the Paris Hippodrome Miss O. Torra, Japanese, mounts on foot a wire stretched at an angle of forty-five degrees from the ground to the capital of one of the pillars supporting the roof, and slides backwards while remaining upright, with only a fan and umbrella to aid in maintaining the equilibrium. The brothers Honrey, English, perform some clever acrobatic tricks, including "the Train," in which they form a kind of wheel and go rolling along the arena. Mdlle. Azella goes through some graceful and daring trapeze evolutions with Marquez de Gonza and Lunardi. The Brothers Poole and Zanlo are well received in their athletic exercises; and the entertainment concludes with a Spanish quadrille, executed by sixteen lady and gentlemen riders, led by the Viscount and Viscountess de Corby.

The true postscript to this occurs in a despatch from Paris of the same date as the papers we quote, and it runs thus:

At the Fernando Circus, on October 25th, Mme. Kaira—a foreign artist, who gratifies audiences delighted to see women in danger—while being pulled up to the ceiling by a rope held in her teeth, suddenly let go, and had a frightful fall, which provoked a cry of horror from the audience. She came down upon her legs in the sawdust, and, though violently shaken, is reported to be not in danger.

Such is Paris, and such is London, because we are more delighted to see women than men in danger. "Lulu" lost nine-tenths of the charm when the world learned that Lulu was not a woman. It is the poor woman, everywhere, who is to be the real sufferer, who must learn these hard lessons and live this hard life, to please the men—and the women! Not a man, but a woman submits, as "Zazel," to be shot from a cannon; not a man, but a woman submits, as "Zæo," to be projected from a balista. Yet women and men go to see and to applaud such things, which must be to their taste. Ah, well! there is an ancient saying about tastes, but, being in Latin, we only say that it is "*de gustibus*," &c.

We want to know why young and foolish women should be allowed to barter their personal safety, to please either managers with an eye to business, or the public panting for sensation. If these women are too poor, too weak, or too silly to keep out of such risks, they ought to be protected. Believing ourselves as a nation the most enlightened, civilised, best-governed, most humane, and most Christian in the world, we suppose very reasonably that "Do thyself no harm" is a maxim which neither men nor women can publicly violate. Dupes that we are, we discover that the transactions we have described are permitted and encouraged and popular, and that limbs, if not necks, may be broken for the entertainment of the British public with immunity and impunity.

What happened to Zæo last week is, even on the showing of the letter bearing her name, sufficient to justify all intelligent and tender-hearted people in trying to suppress such unfeminine displays. Managers will not do it so long as it is profitable; the Legislature will not do it so long as it can be tolerated; nothing remains but public opinion, and if that wants forming it must be formed, and before long we may hope to see an end put to perilous pastimes. Nothing will content true women but the abolition, however brought about, of exhibitions involving suffering or personal risk when advertised under the name of amusement.—*Queen.*

## A QUEER HOUSE.

An eccentric Englishman has recently built a house in the Quarter Tivoli for the residence of himself, his wife, and eight children, which is the talk of all Paris. It is circular, and has neither door nor window externally. The approach to it is from the ground floor on to the roof by means of a ladder, which is moved up and down by machinery similar to that of a draw-bridge. There is only one floor, and that contains eighteen apartments, more or less small in dimensions, looking into the centre, which is lighted from above by a glazed cupola. One stove for all these rooms is in the middle, and in summer its place is to be occupied by an exquisite parterre of flowers. A circular balcony, open to all the apartments, surrounds this space. The motive of this oddity is, of course, only known to the author of it, but everybody can see that two points are gained by it—immunity from the taxes on doors and windows, and a perfect preventative of any attempt at burglary.

## AN ANCIENT CEREMONY.

The *Monde* describes a ceremony once general among sportsmen but now surviving only at Chantilly, the Mass and Blessing of the Dog on St. Hubert's Day, the 3rd of November. The degenerate race of sportsmen, the *Monde* complains, imitate St. Hubert's cynegetic passion rather than his prodigies of penitence, and consider the slaughter of an innocent rabbit equal to the death of the mystical dragon overcome by the hero of the Ardennes. The Duc d'Aumale, however, keeps up the tradition and at four in the morning he and his guests assembled in the parish church, where his chief huntsman Hourvari held in a leash Rabagas, the oldest member of the pack. Gravely seated on the steps of the altar, Rabagas seemed to receive with some surprise the holy water and the Orleans cockade which was attached to his neck, but he committed no indecorum like his predecessor Corbeau, who last year devoured a wax candle. At the elevation of the host, the six huntsmen sounded on the trumpet the blast of St. Hubert, and on leaving the church they gave "Reveil du Veneur," the "Condé," and the "D'Orleans." At 11 o'clock the Orleans Princes and 300 guests hunted a stag, which, after a fine chase, was despatched in the Comedelle Ponds.

## UNDERLINING.

The use of italics in letter writing—or, to speak more properly, the practice of underlining words—to which, as every one knows, the fair sex are particularly addicted—has been treated in every variety of style by critics of a more or less hostile order. The ladies—or, at least, the English ladies, who, of all others, seem to be most devoted to that species of eccentricity—have been lectured and laughed at, exhorted and satirised, in so many publications that now no caricaturist who ventures to imitate a lady's letter can afforded to do so without embodying in it a handsome sprinkling of italics. Equally certain is it, and equally well acknowledged, that great extent by the sex which grammarians call more worthy. Thus much we all admit, and have for years admitted. But the reason of such a distinction between one sex and the other is less obvious and intelligible; and the most acute philosophers are not all agreed in accounting for the phenomenon. Probably the most generally accepted theory is that women, endowed as they are with so much more than their fair share of "feelings," are constrained by a natural instinct to allow the *afflatus* of them to express itself in dashes, and to transmit to the reader by such means, imperfect as they are the emphatic meanings which, if they were speaking aloud to him, they would convey by the aid of looks or gestures. According to this doctrine, the underlining in letters would be a mild form of hysterical affection not altogether dissimilar from the nervous tendencies to which the sex is prone. Nor is this explanation very much out of harmony with much more rude and startling theory that has just been enunciated by a French journalist of distinction. Aurelien Scholl advances the original proposition, founded, as it is said on medical argument and observations that the practice of underlining is a sign of incipient madness. We will assume of course, as in gallantry bound, that the practice mentioned here is referred to only when indulged in by men; but still the opinion will, no doubt, be interesting to letter-writers both of the one and the other sex.—*Globe.*

## NEW DISCOVERY IN BUTTER-MAKING.

A discovery (says *The Times*) has been lately made which brings a new element into the calculation of the future of the trade in butter. On the 24th of July, Mr. G. M. Allender put a churning of butter to the test, treating it in accordance with a new patent brought before him. The butter, in a muslin cloth, was placed in a firkin, without a particle of salt, and every precaution taken to insure that there could be no tampering with the experiment. The firkin remained on the premises at St. Petersburgh Place, Bayswater, for three months, and when examined on October 24th it was as sound and sweet as when first put in. Practically this butter was exposed to the atmosphere during the whole time, seeing that air found free admittance into the firkin. Without treatment the butter would have gone completely putrid; but on smelling and tasting it on Friday, we found it perfectly sweet, firm, and so excellent in flavour that we could not tell it from butter made the day before. Experts in the business, both in this country and in Ireland, have had samples, and pronounce the preservation wonderful; the only difference they find being that newly made butter (and this first-rate of its kind) has a peculiar aroma not quite equalled in the preserved butter; while the latter is considered a little "dead," so that just a trace of salt in it would be an improvement. The effect will be to drive all salt butter out of the market. In order to make it keep, the Irish and all imported butter is now mixed with 5 or 6 per cent. of salt. Under the new system 1 per cent of salt will be ample for the purpose, and the cost of the preservative will not exceed half-a-crown for a 56lb. firkin, or little more than a half-penny per pound. The difference in value between a very mildly-salted and a coarse and strongly-pickled butter is at least 4d. per pound, and hence it appears possible that fortunes may be made by substituting preserved for salted butter, alike in the immense quantity shipped from Ireland and in that brought from foreign countries. It is not possible to estimate the gain of being able to displace from our tables and from our cookeries the objectionable salt butter, the change being especially grateful to voyagers on shipboard and to countries, such as Brazil, which import the whole of their butter. One great feature of the trade in future will be the purchase and storage of butter in summer, when prices are low, for sale in winter, when prices rule higher—with considerable effect towards equalising the two-seasoned prices to consumers. Preserved butter, of course, will not be able to compete with the choicest new fresh butter; but nevertheless, the result of displacing salted butters must be immense. The great merit of the invention consists in its simplicity. The butter, worked with a trifling quantity of the patent material (alleged to be perfectly harmless) directly after churning, keeps good and sweet for months without any particular packing or any care bestowed upon its situation or temperature, except that, like other butter, it has to be kept in a moderately cool place. Probably this new odourless, tasteless, and innocuous antiseptic may work other wonders with meat, fish, and like perishable food commodities.

## *HONGKONG MARKETS.*

AS REPORTED BY CHINESE ON THE 10TH JAN., 1880.

### COTTON GOODS.

| | |
|---|---|
| American Drills, 30 yards, per piece | $2.65 to 2.70 |
| American Drills, 15lbs., per piece | $3.70 to 3.80 |
| Cotton Yarn, No. 16 to 24, per 400 lbs. | $80.50 to 92.00 |
| Cotton Yarn, No. 28 to 32, per 400 lbs. | $97.50 to 105.00 |
| Cotton Yarn, No. 38 to 42, per 400 lbs. | $108.00 to 112.00 |
| Cotton Yarn, Bombay | $70.00 to 82.50 |
| Chintz, per piece | $1.70 to 1.75 |
| Dyed Spotted Shirtings, per piece | $3.60 to 3.85 |
| Dyed Brocades Shirtings, per piece | $3.65 to 3.70 |
| Dyed Damask Shirtings, per piece | $5.50 to 5.65 |
| English Drills, 30 yards, per piece | $2.10 to 2.15 |
| English Drills, 14 lbs., per piece | $2.30 to 2.40 |
| English Drills, 15 lbs., per piece | $2.60 to 2.60 |
| Grey Shirtings, 7 lbs., per piece | $1.35 to 1.65 |
| Grey Shirtings, 8 lbs., per piece | $1.55 to 1.75 |
| Grey Shirtings, 8¼ lbs., per piece | $1.75 to 2.25 |
| Grey Shirtings, 9 lbs., per piece | $2.55 to 2.58 |
| Grey Shirtings, 10 lbs., per piece | $2.70 to 3.15 |
| GreyT-Cloths, 24yds. & 32in. 6lbs. p. pc. | $1.15 to 1.30 |
| GreyT-Cloths, 24yds. & 32in. 7lbs. p. pc. | $1.40 to 1.80 |
| GreyT-Cloths, 24yds 36in 8lbs. XOp. pc. | $1.90 to 1.95 |
| GreyT-Cloths, 24yds 36in 8lbs. QLp. pc. | $1.85 to 1.90 |
| GreyT-Cloths, 24yds 36in 8lbs. XXp. pc. | $2.50 to 2.55 |
| Handkerchiefs, Blue, per dozen | $0.60 to 0.65 |
| Handkerchiefs, Brown, per dozen | $0.55 to 0.62 |
| Handkerchiefs, Red, per dozen | $0.73 to 0.75 |
| Handkerchiefs, Light Red, per dozen | $0.76 to 0.77 |
| Turkey Red Shirtings, 3 lbs., per piece | $2.30 to 2.40 |
| Velvet Black, 32 inches, per yard | $0.18 to 0.19 |
| Velvet, Gentian, 22 inches per yard | $0.21 to 0.22 |
| Velveteens, Black, per yard | $0.21 to 0.22 |
| Velveteens, Gentian, per yard | $0.28 to 0.29 |
| White Shirtings, 54 to 60 reed, per piece | $1.95 to 2.10 |
| White Shirtings, 64 to 66 reed, per piece | $2.25 to 2.40 |
| White Shirtings, 68 to 80 reed, per piece | $2.60 to 3.15 |
| White Shirtings, 600 reed, per piece | $3.40 to 3.45 |
| White Shirtings, 7,000 reed, per piece | $3.15 to 3.20 |
| White Shirtings, AA, per piece | $1.65 to 1.70 |
| White Shirtings, EF, per piece | $5.50 to 5.55 |
| White Shirtings, MH, per piece | $4.20 to 4.25 |
| White Shirtings, EI, per piece | $3.10 to 6.15 |
| White Spotted Shirtings, per piece | $2.45 to 2.50 |
| White Brocades, per piece | $2.50 to 2.65 |

### WOOLLEN GOODS.

| | |
|---|---|
| Blankets, 8 lbs., per pair | $3.65 to 3.75 |
| Blankets, 9 lbs., per pair | $4.35 to 4.45 |
| Blankets, 10 lbs., per pair | $4.65 to 4.75 |
| Blankets, 12 lbs., per pair | $5.75 to 5.80 |
| Camlets, SSS, per piece | $14.50 to 15.00 |
| Camlets, SS, per piece | $14.80 to 15.00 |
| Camlets, S, per piece | $15.40 to 16.00 |
| Camlets, BBB, per piece | $16.50 to 17.00 |
| Camlets, AAA, per piece | $16.00 to 16.40 |
| Camlets, LLL, per piece | $14.50 to 15.00 |
| Long Ells, MM Scarlet, per piece | $8.10 to 8.15 |
| Long Ells, MM Assorted, per piece | $8.10 to 8.15 |
| Long Ells, HH Scarlet, per piece | $8.10 to 8.15 |
| Long Ells, HH Assorted, per piece | $8.05 to 8.10 |
| Long Ells, H Scarlet, per piece | $8.30 to 8.35 |
| Long Ells, H Assorted, per piece | $7.95 to 7.82 |
| Lastings, DD, per piece | $12.50 to 13.20 |
| Spanish Stripes, per yard | $0.72 to 0.73 |

### METALS.

| | |
|---|---|
| Iron, Nail Road, per picul | $2.65 to 2.70 |
| Iron, Hoop, per picul | $3.80 to 3.85 |
| Iron, Bar, per picul | $2.00 to 2.05 |
| Iron, Wire, per picul | $6.75 to 6.80 |
| Lead, WB, per picul | $6.30 to 6.35 |
| Lead, LB, per picul | $6.15 to 6.22 |
| Lead, Hole Chop, per picul | $6.22 to 6.80 |
| Quicksilver, English, per picul | $56.00 to 56.80 |
| Quicksilver, American, per picul | $56.50 to 57.00 |
| Steel, English, per tub | $3.20 to 3.25 |
| Steel, Swedish, per tub | $4.05 to 4.15 |
| Sheathing Metal, per picul | $22.00 to 22.50 |
| Spelter, per picul | $7.80 to 7.35 |
| Tin, Malacca, per picul | $19.30 to 21.62 |
| Tin, Plates, per box | $5.85 to 5.05 |

### PRODUCE.

| | |
|---|---|
| Almonds, per picul | $16.50 to 17.00 |
| Alum, 1st quality, per picul | $1.55 to 1.65 |
| Alum, 2nd quality, per picul | $1.45 to 1.55 |
| Bark, Siam, per picul | $0.83 to 1.10 |
| Bark, Camphor, per picul | $15.20 to 15.40 |
| Beche de Mer, per picul | $30.00 to 55.00 |
| Bees Wax, Japan, White, per picul | $18.50 to 19.00 |
| Bees Wax, Hankow, Yellow, per picul | $44.00 to 46.50 |
| Bees Wax, White, per picul | $83.50 to 84.00 |
| Birds' Nests, 1st quality, per picul | $2,200 to 4,000 |
| Birds' Nests, 2nd quality, per picul | $650 to 800 |
| Birds' Nests, 3rd quality, per picul | $130 to 210 |
| Brimstone, per picul | $2.55 to 2.65 |
| Buffalo Hides, Manila | $12.00 to 15.50 |
| Buffalo Cow Hides | $7.90 to 8.00 |
| Camphor, packed, per picul | $23.50 to 24.20 |
| Camphor, Baroos, clean, per picul | $3,500 to 3,800 |
| Camphor, Refuse, per picul | $1,800 to 1,950 |
| Cardamons, Superior | $125 to 155 |
| Cardamons, Inferior, per picul | $25.00 to 26.00 |
| Cloves, per picul | $44.00 to 45.00 |
| Coals, Afloat, per ton | — to — |
| Coals, English steam, per ton | $9.75 to 10.50 |
| Coals, Sydney, per ton | $9.50 to — |
| Coffee, per picul | $23.20 to 24.50 |
| Copper, Sheathing, Japan, per picul | $21.00 to 22.50 |
| Copper, Rod, Japan, per picul | $23.70 to 24.00 |
| Copper, Nails, per picul | $23.50 to 23.80 |
| Cotton, Bombay, per picul | $15.80 to 15.88 |
| Cotton, Calcutta, per picul | $17.60 to 17.80 |
| Cotton, Ningpo, per picul | $18.20 to 18.60 |
| Cotton, Shanghai, per picul | $15.70 to 16.20 |
| Cotton, Shantung, per picul | $16.20 to 16.80 |
| Cotton, Tientsin, per picul | $16.80 to 17.50 |
| Cotton, Tungchow, per picul | $16.50 to 16.00 |
| Cotton Seeds, Saigon | $4.10 to 4.20 |
| Cotton Seeds, Siam | $4.20 to 4.30 |
| Cuttlefish, Japan | $22.00 to 23.00 |
| Cuttlefish, Japan, without bones, p. pl. | $15.50 to 16.50 |
| Cuttlefish, Chauchow, per picul | $27.50 to 29.00 |
| Dates, Black, per picul | Tls. 3.3.5 to 3.4.5 |
| Dates, Red, per picul | Tls. 2.9.5 to 3.0.5 |
| Dried Lily Flowers | $8.85 to 9.15 |
| Elephant's Teeth, 4 to 5 pieces | $250 to 300 |
| Elephant's Teeth, 7 to 8 pieces | $200 to 220 |
| Flour, California, per sack of 50 lbs. | $1.35 to 1.45 |
| Flour, American, per barrel of 100 lbs. | $3.10 to 3.20 |
| Flour, American, per barrel of 200 lbs. | $6.20 to 6.35 |
| Fungus | $45.00 to 46.00 |
| Flints, per picul | $0.50 to 0.65 |
| Ginseng, American, 1st quality, p. picul | $200 to 285 |
| Ginseng, American, 2nd quality, p. picul | $160 to 210 |
| Hams, Ordinary, per picul | Tls. 13.0.0 to 13.5.0 |
| Hams, Superior, per picul | Tls. 21.0.0 to 21.5.0 |
| Hemp, Hankow, per picul | $10.50 to 12.00 |
| Hemp, Siam, per picul | $10.40 to 11.00 |
| Isinglass, Japan, per picul | $36.00 to 45.00 |
| Melon Seeds, 1st quality, per picul | $4.90 to 5.30 |
| Melon Seeds, 2nd quality, per picul | $4.20 to 4.50 |
| Mushrooms, per picul | $39.00 to 46.50 |
| Mussels, Dry Siam large, per picul | $11.00 to 11.55 |
| Mussels, Dry Siam middle, per picul | $8.55 to 8.70 |
| Mussels, Dry Siam small, per picul | $7.45 to 7.70 |
| Pea Oil, per picul | [illegible] |
| Peas, White, per picul | [illegible] |
| Peas, Green, per picul | [illegible] |
| Peas, Black, per picul | [illegible] |
| Peas, Yellow, per picul | [illegible] |
| Peas, Green Beans, per picul | [illegible] |
| Pearl Barley, per picul | [illegible] |
| Potatoe Flour, per piculs | [illegible] |
| Patchuck, per picul | [illegible] |
| Rhinoceros Horn, per picul | [illegible] |
| Rhinoceros Horn, Mother, per picul | [illegible] |
| Rice, Siam, No. 1, per picul | [illegible] |
| Rice, Siam, No. 2, per picul | [illegible] |
| Rice, Siam, milled No. 1, per picul | [illegible] |
| Rice, Siam, milled No. 2, per picul | [illegible] |
| Rice, Saigon No. 1, per picul | [illegible] |
| Rice, Saigon, Hemp bags | [illegible] |
| Rice, Saigon, Straw bags | [illegible] |
| Rice, Japan | [illegible] |
| Saltpetre, per picul | [illegible] |
| Seaweed, Green, per picul | [illegible] |
| Seaweed, Cut, per picul | [illegible] |
| Sesamum, White, per picul | [illegible] |
| Sesamum, Black, per picul | Tls. [illegible] |
| Sharksfins, per picul | $95[illegible] |
| Shellfish, Japan, per picul | $27[illegible] |
| Shellfish, California, per picul | $8.[illegible] |
| Stockfish, per picul | $5.0[illegible] |
| Straits Produce, &c.,— | |
| Betel Nut, per picul | $6.85[illegible] |
| Pepper, White, per picul | $12.20[illegible] |
| Pepper, Black, per picul | $8.75[illegible] |
| Rattan, Straits, per picul | $5.80 t[illegible] |
| Rattans, Bangar, per picul | $4.35 t[illegible] |
| Sandal Wood, Malabar, per picul | $3.45 t[illegible] |
| Sandal Wood, South Seas, per picul | $21.50 to[illegible] |
| Sapan Wood, Manila, per picul | $1.65 to[illegible] |
| Sapan Wood, Siam, per picul | $1.95 to[illegible] |
| Sugar, Shek-lung, White, No. 1, p. pcl. | $8.20 to [illegible] |
| Sugar, Shek-lung, White, No. 2, p. pcl. | $6.65 to 6.[illegible] |
| Sugar, Shek-lung, Brown, per picul | $5.05 to 5.[illegible] |
| Sugar Candy, Shek-lung, per picul | $9.90 to 10.[illegible] |
| Sugar Candy, Foochow, per picul | $11.50 to 12.[illegible] |
| Sugar Candy, Swatow, White, per picul | $7.65 to 8.[illegible] |
| Vermicelli, Tientsin, per picul | $6.80 to 7.[illegible] |
| Walnuts, per picul | $5.25 to 5.[illegible] |
| Wheat, Tientsin, per picul | $2.15 to 2.[illegible] |
| Wheat, Japan, per picul | $2.15 to 2.[illegible] |
| Wood Oil, per picul | Tls. 6.8.5 to 6.[illegible] |
| Window Glass, per box | $2.85 to 2[illegible] |

## SHIPPING IN THE CHINA WATERS.

| VESSELS. | DATE OF ARRIVAL | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| **HONGKONG.** | | | | | | |
| STEAMERS. | | | | | | |
| Anchises | Jan. 10 | Jackson | Brit. str | 1304 | Butterfield & Swire | Shanghai |
| China | Dec. 29 | Alderton | Brit. str | 1036 | P. & O. S. N. Co | Yokohama |
| China | Jan. 3 | Ackermann | Ger. str | 648 | Siemssen & Co | Shanghai |
| Fung-shun | Jan. 7 | Andrew | Chi. str | 863 | C. M. S. N. Co | Shanghai |
| Gaelic | Jan. 9 | Kidley | Brit. str | | O. & O. S. S. Co | S. Francisco |
| Hailoong | Jan. 11 | Goode | Brit. str | 277 | D. Lapraik & Co | Amoy |
| Hochung | Jan. 3 | Petersen | Chi. str | 849 | C. M. S. N. Co | |
| Hongkong | Nov. 9 | | Brit. str | | Kwok Acheong | |
| Hwai-yuen | Jan. 11 | Wilson | Chi. str | 914 | C. M. S. N. Co | Shanghai |
| Ichang | | Ogston | Brit. str | 700 | Butterfield & Swire | Canton |
| Killarney | Jan. 11 | O'Neill | Brit. str | 1060 | Gibb, Livingston & Co | S. Francisco |
| Kinshan | — | A. G. Carey | Brit. str | 1050 | H.C. & M. Steamboat Co | |
| Kiu-Kiang | — | T. Benning | Brit. str | 1061 | H.C. & M. Steamboat Co | Macao |
| Kwangtung | Jan. 9 | Abbott | Brit. str | 674 | D. Laprak & Co | East Coast |
| Monmair | Jan. 9 | W. Ellis | Brit. str | 2000 | Gibb, Livingston & Co | Australia |
| Norna | May 31 | | Brit. str | 600 | Kwok Acheong | Repairing |
| Paladin | Jan. 10 | Parker | Brit. str | 897 | Arnhold, Karberg & Co | |
| Powan | — | A. Benning | Brit. str | | H.C. & M. Steamboat Co | Canton |
| Sea Gull | Mar. 24 | Hayden | Amr. str | 48 | C. Traders' Insurance Co | |
| Suez | Jan. 3 | Eaton | Brit. str | 1390 | D. Sassoon, Sons & Co | Calcutta |
| Sunda | Jan. 11 | A. Seaton | Brit. str | 1000 | P. & O. S. N. Co | Yokohama |
| Swatow | Jan. 4 | Hutchison | Brit. str | 820 | Butterfield & Swire | |
| Thales | Dec. 26 | S. Vincent | Brit. str | 820 | Jardine, Matheson & Co | |
| Venice | Jan. 4 | Rhode | Brit. str | 1972 | Jardine, Matheson & Co | Calcutta |
| Yot-sai | — | D. Browne | Brit. str | 250 | Kwok Acheong | |
| SAILING VESSELS. | | | | | | |
| Alice Reed | Dec. 7 | Killeran | Amr. bk | 873 | Vogel & Co | New York |
| Alden Besse | Dec. 16 | Noyes | Amr. bk | 842 | Rozario & Co | |
| Bonito | Dec. 12 | Wisenburg | Ger. bk | 524 | Siemssen & Co | |
| Bua Caao | Jan. 2 | C. Lange | Siam. bk | 338 | Chinese | |
| Carl | Dec. 20 | Thomsen | Ger. bg | 225 | Arnhold, Karberg & Co | |
| C. Kamrye | Dec. 15 | Stolze | Siam. bk | 480 | Yuen Fat Hong | |
| C. Babiyan | Nov. 29 | Polson | Brit. bk | 352 | Vogel & Co | London |
| Chocola | July 21 | | Brit. bk | 284 | | |
| City of Boston | Dec. 18 | Crosby | Amr. sh | 1052 | Vogel & Co | New York |
| D. of Abercorn | Jan. 4 | John Binnie | Brit. sh | 1049 | Borneo Co | |
| E. Childs | Nov. 9 | Lindbergh | Brit. bk | 391 | Vogel & Co | London |
| Empire | Dec. 5 | Lockie | Amr. sh | 1131 | Arnhold, Karberg & Co | |
| Emulation | Jan. 3 | Gunn | Brit. bk | 391 | Mitsu Bussan Kaisha | |
| F. Porthos | Nov. 29 | Walter | Ger. bk | 416 | Russell & Co | New York |
| Garibaldi | Dec. 24 | Forbes | Amr. bk | 670 | Jardine, Matheson & Co | |
| G'liah | Nov. 25 | Dentzen | Siam. bk | 542 | Chinese | |
| Harmonie | Nov. 26 | Schiphorst | Ger. sch | 241 | Vogel & Co | |
| Heyda Brown | Dec. 11 | Havoner | Amr. bk | 865 | Melchers & Co | |
| Hazel Holme | Oct. 24 | Millican | Brit. bk | 405 | Vogel & Co | |
| Hermine | Dec. 26 | Loungran | Nor. sh | 289 | Ed. Schellhass & Co | |
| Hermine | Jan. 6 | Meyer | Ger. bk | 350 | Ed. Schellhass & Co | |
| Hesperus | Dec. 26 | Specht | Ger. bk | 967 | Siemssen & Co | |
| Hieronymus | Nov. 24 | Ipland | Ger. bk | 425 | Russell & Co | New York |
| Highlander | June 19 | Hutchinson | Amr. sh | 1352 | Vogel & Co | |
| Hindoo | Dec. 25 | Mattiessen | Ger. bk | 511 | Wieler & Co | |
| John Nicholson | Dec. 9 | Campbell | Brit. sh | 616 | Vogel & Co | London |
| Marco Polo | Nov. 21 | Breckwoldt | Ger. bk | 358 | Carlowitz & Co | |
| Middlesex | Dec. 12 | A. Walsh | Brit. bk | 1191 | Russell & Co | S. Francisco |
| M. E. Tower | Nov. 30 | C. Hall | Amr. sch | 637 | Vogel & Co | New York |
| Morning Star | Dec. 27 | Michaelsen | Siam. bk | 570 | Chinese | |
| Palma | Nov. 12 | Binge | Ger. bk | 299 | Vogel & Co | Hamburg |
| Pampero | Nov. 18 | McKenzie | Brit. bk | 588 | Arnhold, Karberg & Co | |
| Papa | Dec. 28 | Bannau | Ger. bk | 748 | Carlowitz & Co | |
| Peiho | Nov. 27 | Seekamp | Ger. bk | 433 | Thomas & Mercer | |
| P. Frederick | Dec. 29 | John Clague | Brit. sh | 1490 | Vogel & Co | |
| Roderick Hay | Dec. 11 | Nicholson | Brit. bk | 290 | Turner & Co | |
| S. D. Carleton | Nov. 26 | Freeman | Amr. bk | 884 | Arnhold, Karberg & Co | |
| Sophie | Dec. 4 | Binge | Ger. bk | 209 | Carlowitz & Co | |
| Southern Cross | Oct. 15 | Gibb | Amr. sh | 1129 | Russell & Co | S. Francisco |
| Spartan | Aug. 27 | Vincent | Amr. sch | 81 | W. H. Ray | |
| Sumatra | Sept. 5 | Clough | Amr. sh | 1090 | Russell & Co | |
| Winlow | Nov. 23 | Barker | Brit. bk | 456 | Vogel & Co | London |
| **WHAMPOA.** | | | | | | |
| STEAMER. | | | | | | |
| Hesperia | Dec. 31 | Johannsen | Ger. str | 1136 | Siemssen & Co | |
| SAILING VESSELS. | | | | | | |
| Fantaisie | Dec. 14 | Cooper | Brit. bk | 693 | Arnhold, Karberg & Co | |
| **CANTON.** | | | | | | |
| Chinkiang | Jan. 8 | S. M. Orr | Brit. str | 799 | Siemssen & Co | Shanghai |
| Ningpo | Jan. 10 | R. Cass | Brit. str | 648 | Siemssen & Co | Shanghai |
| **MACAO** | | | | | | |
| Spark | — | | Brit. str | | H.C. & M. Steamboat Co | |
| Tejo | — | Guimaraes | Port. g.b. | | | |
| Tung-ting | — | Deegan | Chi. str | 314 | C. M. S. N. Co | Canton |
| White Cloud | — | Hoyland | Brit. str | 652 | H.C. & M. Steamboat Co | Canton |
| **SWATOW.** | | | | | | |
| IN PORT ON 9TH JANUARY, 1880. | | | | | | |
| Bertha | Nov. 26 | Doose | Ger. bk | 442 | Diercks & Co | |
| Civiale | Dec. 24 | Nissen | Ger. bk | 380 | Diercks & Co | Saigon |
| Elise | Dec. 10 | Bruhn | Ger. bk | 513 | Diercks & Co | Channel |
| Hammonia | Nov. 22 | Weller | Ger. bk | 408 | Diercks & Co | Singapore |
| Hermann | Dec. 26 | Haack | Ger. bk | 388 | Diercks & Co | |
| H. N. Bangs | Dec. 26 | Bangs | Amr. sch | 566 | Diercks & Co | |
| J. Henrich | Dec. 30 | Oostmann | Ger. sch | 411 | Diercks & Co | Chefoo |
| Minna | Dec. 25 | Dau | Ger. bk | 459 | Diercks & Co | |
| Peter | Dec. 7 | Moller | Ger. sch | 307 | Diercks & Co | Formosa |
| Presto | Dec. 26 | Laidman | Brit. bk | 384 | Diercks & Co | |
| Tartar | Dec. 9 | Kamana | Ger. bk | 256 | Diercks & Co | |
| Therese Behn | Dec. 25 | Jessen | Ger. bk | 457 | Diercks & Co | |
| Veteran | Nov. 22 | Monder | Fren. bk | 337 | Diercks & Co | Channel |
| **AMOY.** | | | | | | |
| IN PORT ON 7TH JANUARY, 1879. | | | | | | |
| Almatia | Dec. 5 | Blanchard | Amr. sch | 387 | Boyd & Co | Foochow |
| Anna Dorothea | Nov. 28 | Hesson | Ger. bk | 312 | Pasedag & Co | Sourabaya |
| Balthasar | Dec. 12 | Fulda | Ger. sch | 275 | H. A. Petersen & Co | Takao |
| Blankenese | Dec. 7 | Spiesen | Ger. sch | 274 | Pasedag & Co | |
| Carl Wilhelm | Nov. 26 | Bertelsen | Ger. bk | 238 | H. A. Petersen & Co | Batavia |
| Caroline | Dec. 20 | Michelsen | Ger. bg | 234 | H. A. Petersen & Co | |
| Chloris | Dec. 22 | Matzen | Ger. bk | 233 | H. A. Petersen & Co | Taiwanfoo |
| Ed. Grossier | Nov. 28 | Fauquet | Fren. bk | 336 | Tait & Co | |
| Georgina | Dec. 3 | Fraser | Brit. bk | 313 | Boyd & Co | |
| Gustav | Dec. 22 | Johannsen | Ger. bg | 242 | H. A. Petersen & Co | |
| Hermann | Dec. 7 | Lembke | Ger. bg | 210 | Pasedag & Co | |
| Korsor | Dec. 8 | Laub | Dan. bk | 317 | H. A. Petersen & Co | Batavia |
| Pegase | Dec. 11 | Bertaub | Fren. bk | 370 | Elles & Co | |
| Peter | Dec. 22 | Helm | Ger. bk | 241 | Pasedag & Co | |
| Rachel | Dec. 20 | Affleck | Brit. bk | 282 | Boyd & Co | |
| Velox | Dec. 14 | Wilkens | Dut. sch | 187 | Tait & Co | |
| **FOOCHOW.** | | | | | | |
| IN PORT ON 9TH JANUARY, 1880. | | | | | | |
| Charley | Dec. 29 | Posthumus | Brit. bk | 859 | Chinese | |
| [illegible] | Dec. 27 | [illegible] | Brit. bk | [illegible] | Chinese | |

| VESSEL. | DATE OF ARRIVAL | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| **SHANGHAI.** | | | | | | |
| IN PORT ON 2ND JANUARY, 1880. | | | | | | |
| Ameythst | Dec. 24 | Slocum | Amr. bk | 356 | Captain | |
| Batavia | Dec. 5 | Haestorp | Ger. bk | 368 | Siemssen & Co | |
| Benelutha | July 21 | | Amr. bk | | S. C. Farnham & Co | |
| Chateaubriand | Dec. 24 | Leroy | Fren. bk | 387 | Carlowitz & Co | |
| Chintah | Nov. 19 | Askins | Chi. bk | 456 | C. M. S. N. Co | |
| Glenrosa | Dec. 18 | Palmer | Brit. sh | 835 | W. Hewett & Co | |
| Hieronymus | Dec. 26 | Mayer | Brit. bg | 231 | Nils Moller | |
| Kimsoonhcat | Aug. 19 | Jacobson | Siam. bg | 303 | Captain | |
| Lulu | Dec. 25 | Maher | Brit. sch | 378 | Nils Moller | |
| Martha | Dec. 23 | Mitchell | Brit. sh | 853 | Morris & Co | |
| Mary | Dec. 26 | Cubbins | Brit. sch | 122 | Jardine, Matheson & Co | |
| M. Brockelman | Nov. 23 | Klath | Ger. bk | 488 | F. A. Burchardi | |
| N. Mondelli | Dec. 15 | Inokay | Brit. bk | 385 | Nils Moller | |
| Oscar Vidal | Dec. 28 | Robinson | Brit. bk | 292 | Nils Moller | |
| Regent | Nov. 19 | Mathew | Amr. sh | 930 | Captain | |
| Satsuma | Oct. 26 | Frail | Brit. bk | 364 | Morris & Co | |
| Tiber | Dec. 5 | Smith | Brit. sh | 799 | Chal. Mackintosh & Co | |
| **NAGASAKI.** | | | | | | |
| IN PORT ON 27TH DECEMBER, 1879. | | | | | | |
| A. Maru | Dec. 25 | Crighton | Jap. sch | 364 | M. B. M. Co | |
| C. Maru | Dec. 16 | | Jap. bk | 443 | Mitsu Bussan Co | |
| K. Maru | Dec. 24 | Nicolle | Jap. bk | 960 | M. B. M. Co | |
| Mabel | Dec. 24 | Hallett | Amr. bk | 781 | Holme, Ringer & Co | |
| M. J. Leslie | Dec. 24 | Bartlett | Brit. bk | 815 | Holme, Ringer & Co | |
| Pelham | Dec. 22 | | Brit. bg | 254 | Holme, Ringer & Co | |
| S. Maru | Dec. 24 | Cheethan | Jap. bk | 555 | M. B. M. Co | |
| S. Maru | Dec. 23 | Spiegelthal | Jap. bk | 925 | M. B. M. Co | |
| Thorkild | Dec. 3 | Baade | Ger. bg | 155 | Holme, Ringer & Co | |
| Vladimer | Dec. 13 | Winter | Amr. sch | | Holme, Ringer & Co | |
| **YOKOHAMA.** | | | | | | |
| IN PORT ON 29TH DECEMBER, 1879. | | | | | | |
| Anna | Dec. 4 | Davidson | Ger. bk | 532 | Chinese | |
| Lotte | Sept. 27 | Wilson | Dut. sch | 25 | Hohnholz & Co | |
| Mary P. Bohm | Oct. 22 | Peterson | Ger. sch | 72 | P. Bohm | |
| Matinée | Oct. 24 | Lenard | Amr. sch | 35 | Walsh, Hall & Co | |
| North Star | Oct. 27 | Janssen | Rus. sch | 64 | Hohnholz & Co | |
| Otomi | Oct. 17 | Brinckmeyer | Amr. sch | 72 | H. J. Snow | |
| Pioneer | Oct. 17 | Maies | Rus. sch | 72 | Walsh, Hall & Co | |
| Sarah Scott | — | Estell | Brit. bk | 666 | L. Kniffler | |
| Scoloo | Dec. 21 | Allen | Amr. sh | 963 | Smith, Baker & Co | |
| Wm. Manson | Dec. 22 | Kindred | Brit. bk | 366 | Adamson, Bell & Co | |
| **MANILA.** | | | | | | |
| IN PORT ON 30TH DECEMBER, 1879. | | | | | | |
| Conrad Henrick | | | Ger. bk | | Smith, Bell & Co | New York |
| Eric the Red | Nov. 12 | Alten | Amr. sh | 1580 | Martin, Dyce & Co | New York |
| F. de Maria | Dec. 24 | Salnyar | Span. bk | 245 | J. Reyes | |
| Germann | June 9 | ........ | Ger. bk | | L. Eugster & Co | Saigon |
| Great Surgeon | Dec. 24 | Kingman | Amr. sh | 909 | Ker & Co | |
| Henrietta | Nov. 5 | Weiber | Ger. bk | 974 | Peele, Hubbell & Co | London |
| Henriette Behn | Oct. 10 | Piening | Ger. bk | 624 | C. Heinszen & Co | Channel |
| Henrik Ibsen | Nov. 26 | Dau | Nor. bk | 274 | Peele, Hubbell & Co | New York |
| H. Pfatzenberg | Dec. 13 | Lechonenan | Ger. bk | 553 | Smith, Bell & Co | |
| Humboldt | Mar. 18 | Stöll | Ger. bk | 330 | A. L. Barretto | Falmouth |
| Ingeburg | Dec. 7 | ........ | Ger. bk | 368 | Peele, Hubbell & Co | |
| J. Christian | Dec. 27 | Rickless | Ger. bk | 457 | Ker & Co | |
| Masonic | Jan. 1 | ........ | Amr. bk | 589 | Captain | |
| Ned White | Dec. 19 | Field | Amr. sch | 551 | Tilson, Hermann & Co | |
| Pasig | Oct. 25 | ........ | Span. sch | 216 | Captain | |
| P. J. Carleton | Nov. 17 | Ambrory | Amr. bk | 986 | Peele, Hubbell & Co | New York |
| Remus | Oct. 11 | Abbot | Brit. bk | 736 | Peele, Hubbell & Co | New York |
| Rosalia | July 7 | ........ | Span. sch | 191 | Captain | |
| R. R. Thomas | Dec. 24 | Nichol | Amr. sh | 1389 | Martin, Dyce & Co | New York |
| Siegeburg | Nov. 9 | Hansen | Ger. bk | 396 | Peele, Hubbell & Co | |
| Sonntag | Dec. 22 | Mayo | Amr. bk | 1005 | Captain | |
| T. Abbey | Nov. 17 | H. Kibby | Amr. bk | 1083 | Martin, Dyce & Co | |
| Thomas Bell | Nov. 25 | ........ | Brit. sh | 838 | Captain | |
| Trinidad | Dec. 24 | Renteria | Span. bk | 745 | Larrinaga & Co | |
| Union | — | ........ | Span. bk | 248 | Captain | |
| Vicenta | Mar. 20 | Fremoya | Span. bk | 548 | Smith, Bell & Co | London |
| W. Siegfried | Nov. 3 | Stolp | Ger. bk | 417 | Chinese | Saigon |

## HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

| NAME. | RIG. | GUNS | H.P. | CAPTAIN. | WHERE AT. |
|---|---|---|---|---|---|
| Charybdis | steam corvette | 17 | 400 | Captain Hotham | Nagasaki |
| Egeria | screw sloop | 4 | 120 | Com. A. L. Douglas | En route to S'pore |
| Encounter | steam corvette | 14 | 350 | Capt. Hon. A. Denison | Bangkok |
| Fly | double-screw gun-vessel | 4 | 120 | Com. A. F. St. Clair | Singapore |
| Foxhound | gunboat | 4 | 470 | Lieut.-Com. W. Nowell | Singapore |
| Frolic | double-screw gun-vessel | 4 | 100 | Com. S. H. Rickman | Amoy |
| Growler | double-screw gun-vessel | 4 | 120 | Com. Chas. Willcox | En route to H.K. |
| Hart | double-screw gun-vessel | 4 | 120 | Com. R. Evans | Hongkong |
| Hornet | double-screw gun-vessel | 4 | 120 | Com. J. S. Eaton | Yokohama |
| Iron Duke | double-screw iron frigate | 14 | 800 | Captain H. F. Cleveland | Hongkong |
| Kestrel | double-screw gun-vessel | 4 | 100 | Com. Edwards | En route to H.K. |
| Lapwing | double-screw gun-vessel | 3 | 160 | Com. W. G. Scott | Foochow |
| Lily | screw gun-vessel | 3 | 95 | Com. S. Grove | Chinkiang |
| Magpie | surveying vessel | 3 | 160 | Captain R. H. Napier | Surveying |
| Midge | double-screw gun-vessel | 4 | 120 | Com. H. G. Salmond | En route to H.K. |
| Modeste | steam corvette | 14 | 350 | Captain J. G. Mead | Shanghai |
| Moorhen | gunboat | 4 | 387 | Lieut.-Com. W. Carey | Hankow |
| Mosquito | gunboat | 4 | 60 | Lieut.-Com. G. A. Grey | Tientsin |
| Pegasus | sloop | 6 | 900 | Com. Hon. H. N. S. Hood | Japan |
| Sheldrake | gunboat | 4 | 367 | Lieut.-Com. M. Bridger | Hoihow |
| Swinger | gunboat | 2 | 60 | Lieut.-Com. O. Tudor | Kobe |
| Sylvia | surveying vessel | 3 | 150 | Com. P. Aldrich | Hiogo |
| V. Emanuel | receiving ship | 20 | — | Commodore T. E. Smith | Hongkong |
| Vigilant | paddle dispatch-vessel | 2 | 250 | Lieut.-Com. Annesley | Hongkong |

## FOREIGN MEN-OF-WAR IN HARBOUR.

| NAME. | NATION. | GUNS. | H.P. | CAPTAIN. |
|---|---|---|---|---|
| Kerguelen | French corvette | — | — | Mathiew |
| Li Tai | Cochin-china m.-of-w. | — | — | Yuen |
| Richmond | American frigate | — | — | A. K. Benham |

## CANTON GUNBOAT SQUADRON.

| NAME. | FLAG AND RIG. | GUNS | TONS. | H.P. | COMMANDER. | STATION. |
|---|---|---|---|---|---|---|
| An-lan | Viceroy's gunboat | 7 | 221 | 70 | Godsil | Tong-king gulf |
| Chee-hing | Revenue cruiser | 2 | 30 | 20 | — | — |
| Chien-to | Viceroy's gunboat | 7 | 221 | 70 | Stewert | Swatow |
| Chien-jui | Revenue cruiser | 3 | 80 | 20 | — | Capsing-moon |
| Cheung-wan | — | — | — | — | — | West Coast |
| Ching-on | Revenue cruiser | 2 | 30 | 20 | Chung-wing-fai | Canton River |
| Tching-sing | Viceroy's gunboat | 6 | 180 | 60 | Bessard | Pak-hoi |
| Tching-on | Viceroy's gunboat | 2 | 120 | 40 | Chinese Admiral | Bogue Forts |
| Tching-po | Viceroy's gunboat | 3 | 100 | 40 | Ching | Bogue Forts |
| Tchun-tung | Revenue cruiser | 2 | 150 | 40 | Chun-ti-hu | West Coast |
| Peng-chao-hai | Revenue cruiser | 4 | 600 | 120 | Palmer | Repairing |
| Quang-on | Viceroy's gunboat | 4 | 120 | 40 | Lie-ping-tie | Bogue Forts |
| Shien-chi | Revenue cruiser | 5 | 180 | 60 | Wade | Chung-chow |
| Sui-tsing | Viceroy's gunboat | 4 | 180 | 60 | — | Hai-ling-shan |
| Li-shé | Revenue cruiser | 4 | 80 | 20 | Read | Canton River |
| Tsing-po | Viceroy's gunboat | 6 | 180 | 60 | A. Garcean | West Coast |

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